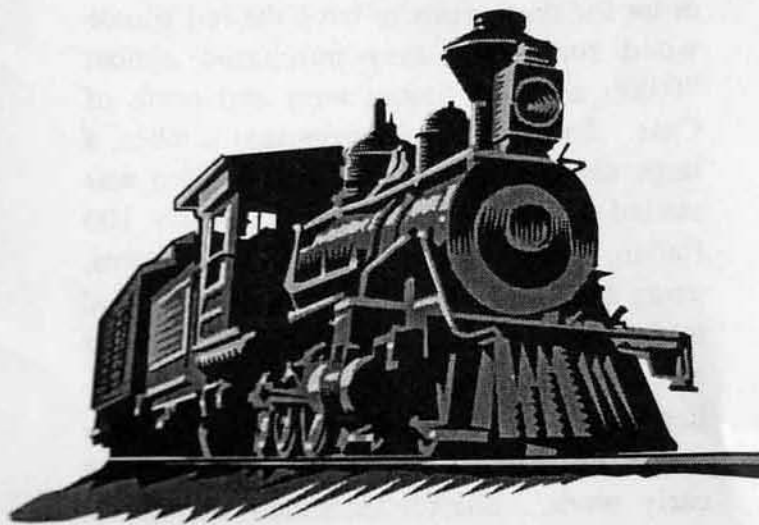


CASS

CENTENNIAL



1900 to 2000

The Town of
Cass
Celebrates
100 years

Cass Scenic

The Town of Cass was founded in 1900 by the West Virginia Pulp and Paper Company. The town was started by William Luke and his sons. The company had a large paper mill in Luke, Maryland and planned another one for Covington Virginia. In order for these mills to have the red spruce wood for paper, they purchased almost 70,000 acres of timber west and north of Cass. To cut the huge trees into lumber, a large sawmill was erected and a town was started to house the workers. Nearly 100 Italian, Austrian and Hungarian immigrants, using hand tools and horses built a railroad to the top of Cheat Mountain. The railroad extended for about 81 miles and would utilize 14 steam locomotives. Sam F. Slaymaker and Emory P. Shaffer supervised the early work. Shaffer remained as general superintendent for 34 years. The town was then named for Joseph K. Cass, vice president and investor in the company. By 1920 the towns population was 2,000 people. In 1943 the town, mill and woods operations were sold to Mower Lumber Company who operated the mill until 1960. In 1961 the State of West Virginia purchased the railroad and locomotives. In 1976 the State then purchased the town which is now known as Cass Scenic Railroad State Park.



Other Attractions in Pocahontas County

Allegheny Trail
Buffalo Lake
Camp Allegheny
Camp Bartow
Cheat Mountain Salamander Rail Buss
Town of Durbin
Durbin & Greenbrier Valley Railroad
Gaudineer Scenic Area
National Radio Astronomy Observatory
Staunton - Parkersburg Turnpike
Edray State Trout Hatchery
Elk River Touring Center
Greenbrier River Trail
Hawthorne Valley Golf Course
Highland Scenic Highway
Town of Marlinton
Mill Run Trout Farm
Pocahontas County Historical Museum
Seneca State Forest
Snowshoe Mountain
Beartown
Calvin Price State Forest
Cranberry Glades
Droop Mountain Battlefield
Town of Hillsboro
Locust Creek Bridge
Pearl S Buck Birthplace
Watoga State Park

For more information call
Pocahontas County Convention & Visitor
Bureau at 1-800-336-7009
www.pocahontascountywv.com

Railroad State Park

May 26, 2000
EVENTS

10am -12pm Opening Ceremonies

Variety of speakers giving history on the town of Cass. Location: near or at the Depot.

12pm - 1pm Music

Mike Bing and the Brown Baggers will perform traditional Mountain Music.

1pm Train Ride

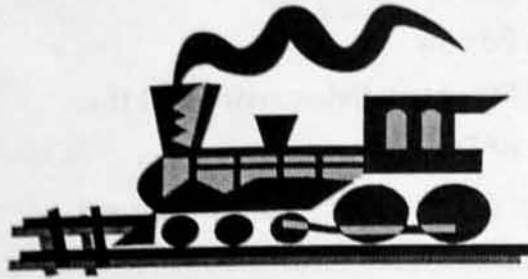
The Shay Locomotive will pull out from the depot for a trip to Whittaker Station. Replica of a loggers camp will be set up by Mountain State Logging. To reserve your train ride call 800-336-7009.

3pm Tree & Log Chopping

Cougar Family and Mel Lantz (world champion wood choppers) will demonstrate traditional chopping technique. Location: Front Street past the Barber Shop.



**Up Coming
Events
for the year**



June 21 -25

Cass Homecoming begins

July 4

Logger Dinner Train

August 13

Square Dance with an extra square

September 15

Author's Day to sign & sell books

October 28

Haunted House - Town ghost stories

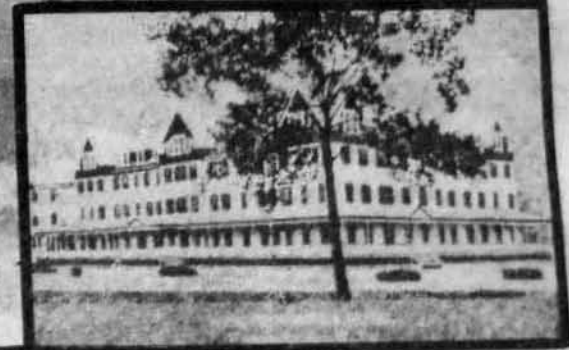
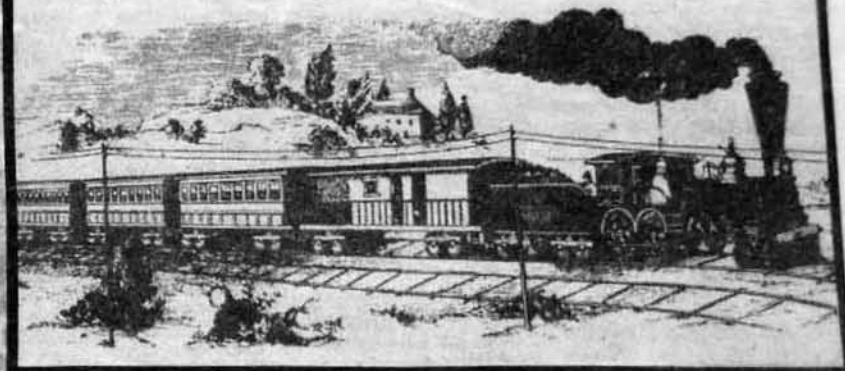
November (TBA)

Town Thanksgiving Dinner

December 2

Christmas Tree lighting & caroling

Early Passenger Train Service



—Cass Scenic Railroad Memory—

by Sheriff Given

Pop Good, Leonard

time of day by the way they
blowed the whistle on
Houder, Shaw and a few
Pardee & Curtin Lumber Company
in the olden days of logging. Also
nearby is the former shops build-
ing along the railroad.

Lumber Company, George
Gum, Web Hollifield, the
Hivick of Camden on
before journeying onward
Pocahontas area and
been in the Webster-Randolph
To the traveler who has never
the process of ermin-

Camden-on-Gauley, Web-
ster Springs and all across
WV. Each steam railroad
Yellow Birch
Beech
Sugar Maple
Trees: Dominant -
consist of the following

rattles in its efforts to build
up pressure steam, and
forward progress. The
falls along the Scenic Railroad.
presence of dozens of tiny water-
One interesting anomaly is the

of the pine family, spruce,
yellow and red pine used by
WV. Rule
For the scientifically minded,
Railroad crosses it.
rises above drainage and the Sc-
where the Greenbrier Limestone

many more steam railroad engines of Mowery Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

INSIDE THIS ISSUE

The Cass Scenic Railroad	Page 2
Cass Railroad Dinner Train	Page 3
The Cass Railroad Rates	Page 3
Cherry River Boom And Lumber Company	Page 4
Pardee And Curtin Lumber Company	Page 5
Paul G. Thayer	Page 8
Asking Politicians To Consider Youth and C.C.C.'s	Page 9
The Coldest and Highest	Page 11
A Trip To Bald Knob	Page 11
South Branch Valley of WV .	Page 12
What A Ride	Page 13
The Country Store	Page 15

Gauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster Springs. The WV Midland Railroad out of Webster Springs with George Jackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.

The steam locomotive, the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensable mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/2 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

pistons throb, the gears grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So, Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffey's town of old spruce and new spruce, and Cass.

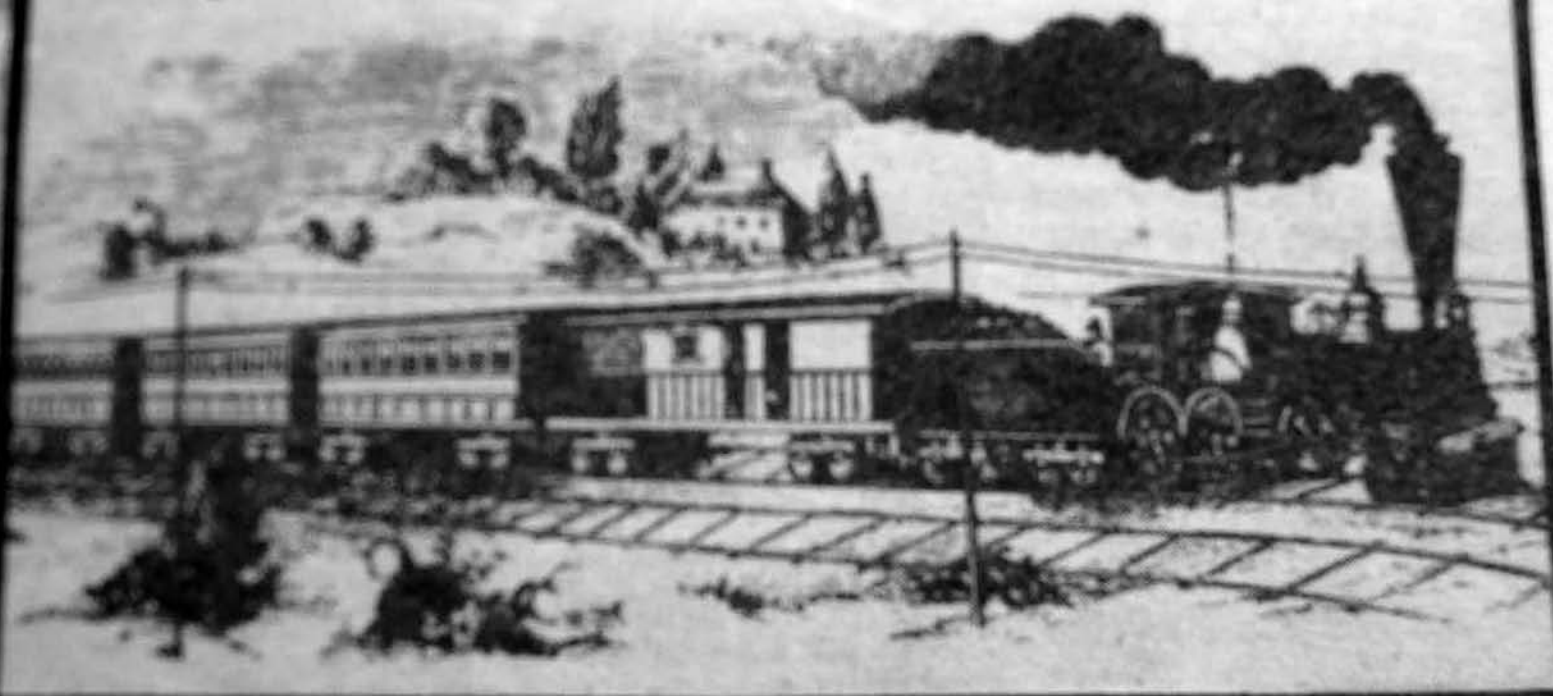
Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply
Continued On Page 3

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/2 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking
Continued On Page 14

Early Passenger Train Service



The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes," and soon another "Of Men and Mighty Mountains." At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 ft., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today--Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30-foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, staggered pants, John Ritchie green and black or red and black checkered shirts, suspenders, a log dump

with real logs about one-half mile from camp close to the railroad. You must have a siding with the original log cars--some loaded--some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its best.

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Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

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td., feet and required 3,000
men to operate, including
12 Shay engines, and
several miles of track,
stream log loaders, big
shops, company store

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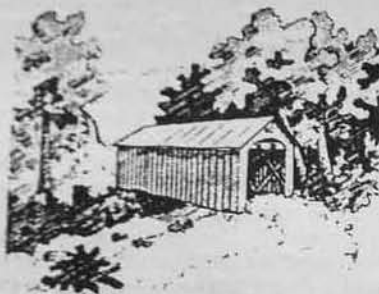
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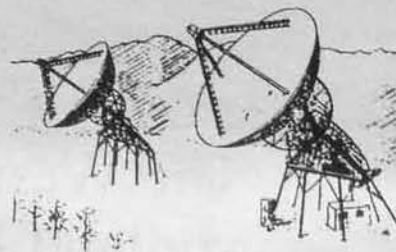
LOCUST CREEK BRIDGE



FALLS OF HILLS CREEK



PEARL S. BUCK BIRTHPLACE MUSEUM



NATIONAL RADIO ASTRONOMY
OBSERVATORY



POCAHONTAS COUNTY
HISTORICAL MUSEUM

For a FREE
information pack
on attractions,
recreation, and
much more call or
write:

pocahontas county tourism commission

P.O. Box 275 · Marlinton, WV 24954
1-800-336-7009

NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____ PHONE () _____

Cass Scenic Railroad Memory

Continued From Page 1
 swindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shift per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for junk and the town suffered massive unemployment.

Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12 1/2 miles of steam railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 3/4 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 12 1/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Wally Barron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

purchase from Midwest Junk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world; the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work in the switchbacks and steep grades on the rail Cheat Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute slide narration what time has taken away from Cass, the Showcase has returned. Shay engines, and the #5 Hysler, cruising speed

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is

standard for a trip on the Railroad, a museum, the railroad cinders, the top of the sweater will be a gr the future.

Cass Scenic Railroad Dinner Train Schedule

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

outings and \$15 reservation

Cass of the lumber early origi locot haul sur ridg avail 12 hou vac eve hor foc

Whittaker Station	FAR
Bald Knob	
Children	
Ticket includes admission	
Minimum	

Whittaker Station

Bald Knob

No group rates

SPECIAL SA
 NIGHT TRA

fourth round of their championship fight at season, farmers could be seen plowing, planting or harvesting from spring

Midland Railroad

nory

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...including special

...turnout could be growing, planting or ... from ...

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is

standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA.

FARES

Whittaker Station	Adult \$8.00; Child \$4.00
Bald Knob	Adult \$11.00; Child \$5.00

Children under 6 free

Ticket includes admission to Cass Showcase, Wildlife

... ..

Whittaker Station	Adult \$7.00; Child \$3.50
Bald Knob	Adult \$10.00; Child \$4.50

No group rates on weekends

SPECIAL SATURDAY
DINNER TRAIN RIDES

...with the 90 ton #1 engine in 1961, with "Pop" ...
 railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

Wally Burron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

...company for years, had informed the shop people, Pop Good, ...
 in the switchbacks and steep grades on the real Cheat Mountain.
 The floods of 1985 destroyed the railroad

eight people.
 The Cass Showcase, a 10x40 scale model of the ...
 slide narration; what time has taken away from Cass, the Showcase has returned.
 Shay engines, and the #5 Hysler, cruising speed

Midland Railroad

Continued From Page 1

The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a three-story all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive—a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62-mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

CALL 1-800-
 Whittaker Station ... Adult \$8.00; Child \$4.00
 Bald Knob ... Adult \$10.00; Child \$4.50
 TICKET INCLUDES admission to Cass Showcase, Whittaker Museum, Historical Museum.

GROUP RATES Minimum 15 Persons

Whittaker Station ... Adult \$7.00; Child \$3.50
 Bald Knob ... Adult \$10.00; Child \$4.50
 No group rates on weekends

SPECIAL SATURDAY NIGHT TRAIN RIDES

Includes:
 West Virginia Barbecue
 Live Entertainment
 Train Ride

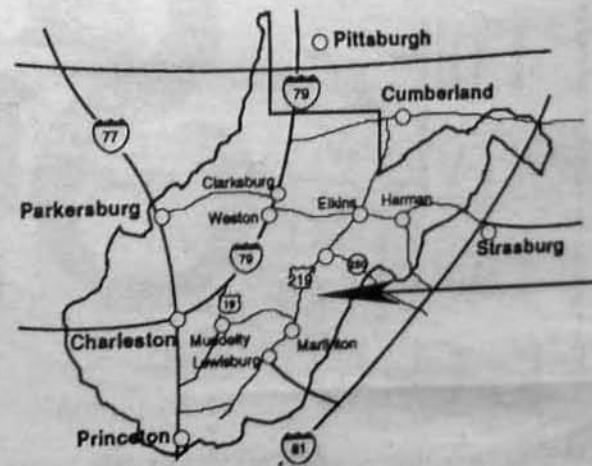
June 10 and 17
 July 1, 15 and 29
 August 5 and 19
 September 2

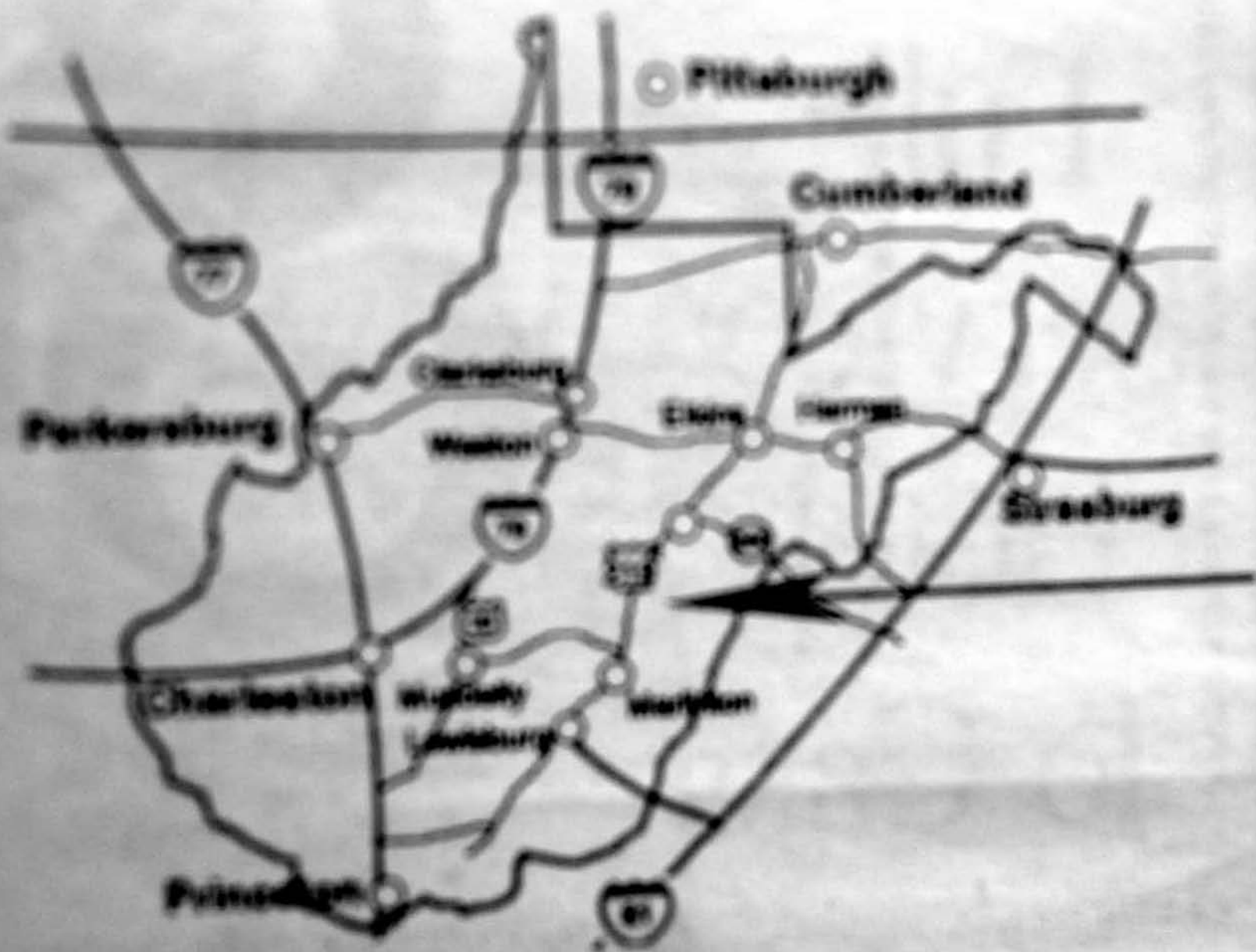
BY RESERVATIONS ONLY

Adult ... \$22.00
 Child ... \$15.00

SPECIAL TRAINS

SENIOR TRAIN - September 9 ... \$13.00
 HALLOWEEN TRAIN - October 28
 Adults \$10; Children \$5.00





The Old Cherry River Boom And Lumber Company

April 21, 1965

How does one bring back memories of logging days when power saws were unknown, when woodhicks "Shot George" a form of snuff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and sniff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging; when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; when food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story were gathered from a local



Webster County man, Mr. George Gumm, a proud refined railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars—they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge—the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still

survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run $\frac{3}{4}$ mile, wrecked and killed Frasier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names—Jim

Sarrani, Lew Lombard and Dick Palmer—had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 wood—the two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmer had seen progress move on. Appearing on the scene were new names—Billy Hawks, trainmaster; Joe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him—so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you cheat him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm, on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school, church, big store and about 75 houses, boardinghouse, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Continued On Page 5

Stables

● Pool

● Tennis

Year 'Round Enjoyment

Skiing ●

Fishing ●

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County, carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major

operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie

Hines, all still living.) I expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently—from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scene of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4
Gauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932—their bridge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappearing.

The year 1943, during World War II saw Charley Badgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene—Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, ¾ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Stratton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

CLEAN

Pardee And Curtin Lumber Railroad

Continued From Page 5
Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging. Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaching a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning and

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and shay engines and shill machinery. I will continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sumner, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sumner, breaking a log dam on Elk River. The Curtin Company lost their entire stock of logs. These logs were caught in St Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sumner. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 25 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an important roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was used for laying or taking up steel. This made narrow gauge railroad history that would be hard to equal anywhere else in West Virginia.

Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

imaginations wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Falls, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Heisler, and the No. 6 Climax were brought to the Curtin Mill site to make ready their journey to Bergoo.

A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in Webster Springs. This engine, used exclusively for the laying of steel, was delayed a few days in Webster Springs awaiting the completion of the third rail of the Western Maryland Railroad so the

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corkin, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shay engines, and early history. However, I shall continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

Don't No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin—first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11

Pardee And Curtin Lumber Railroad

Continued From Page 5
Waggy, now living in Charleston, W.V. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaking a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description.

Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gayley. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

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Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

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The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

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Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had

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The mill ran from 1929 to 1945, mainly timber on the Back Elk and Pointa M. The mill finally closed in 1945 and the mill sold to Harrison Company of A. The old engines went to Midwest Steel of Charleston, engines were cut and loaded at old Mine. It was incident day in the history of narrow gauge when Ross Royer 12, with the steel and other parts, Red Oak down to Bergoo, across to the old mill site, parts were later. Thomas Lumber of Fenwick, County.

The No. 9 engine that remains from that narrow gauge is still in operation being used as an attraction in the Maryland.

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The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to

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Marv and. The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shay engines, and early history. However, I shall continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

Bolair No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our

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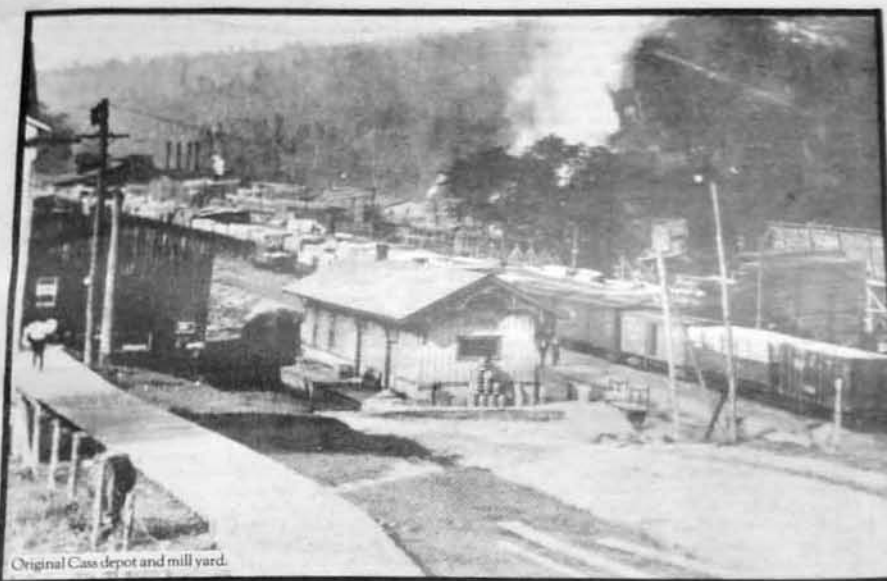
Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

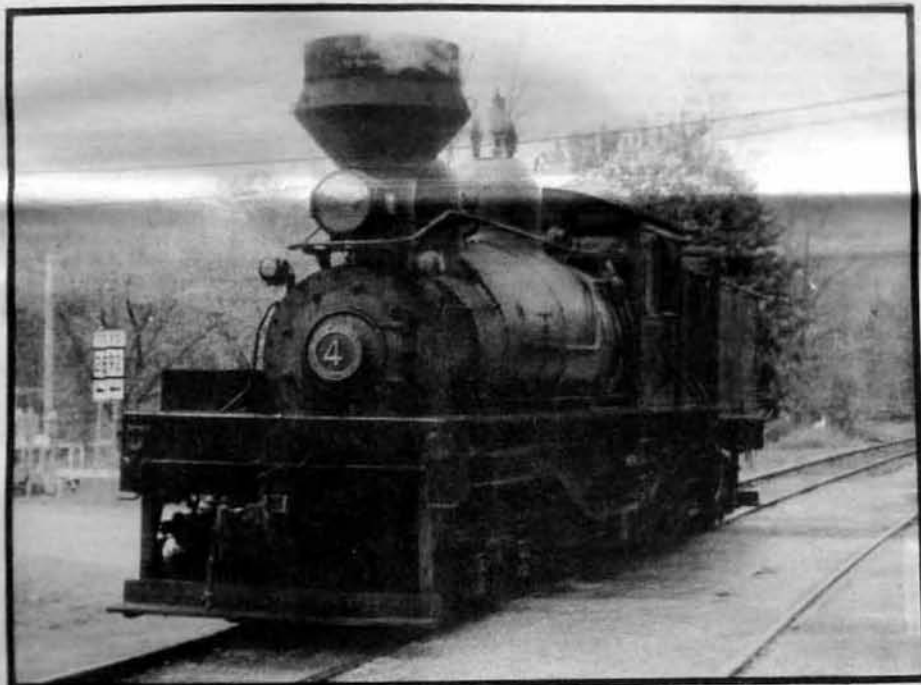
Continued On Page 11



Original Cass depot and mill yard.



Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



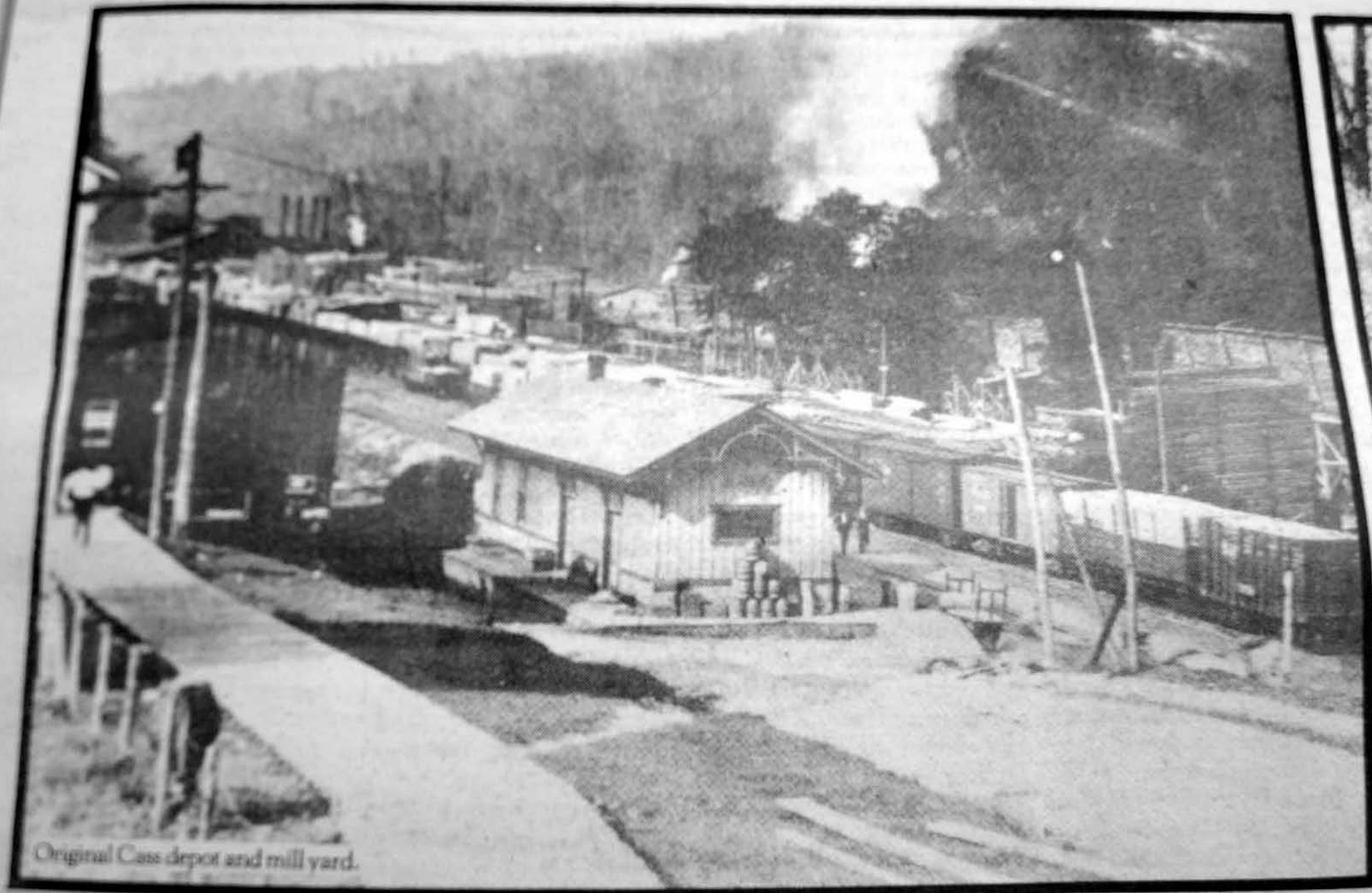
The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Steam locomotive and a 440 (A Class) passenger engine.



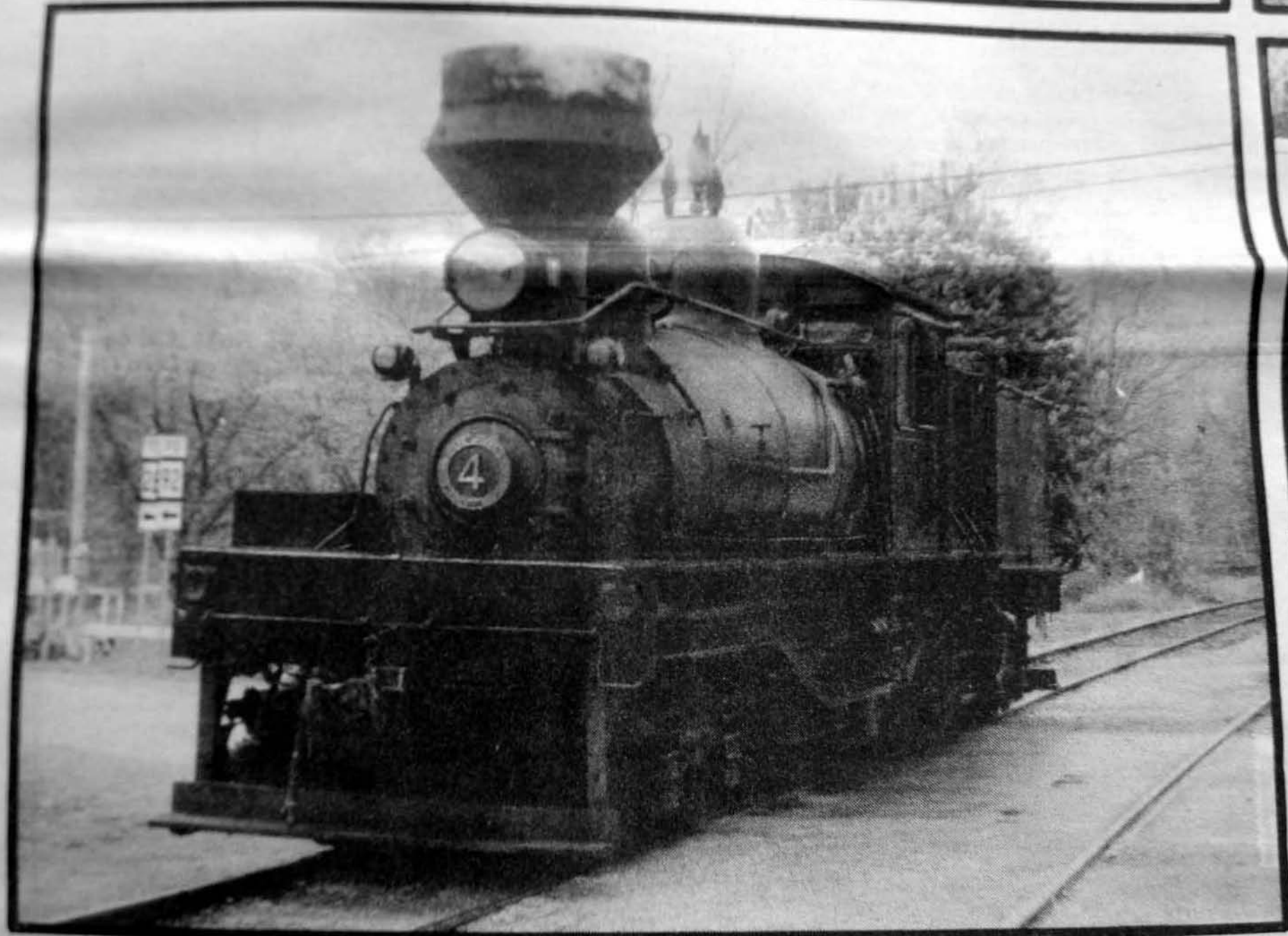
Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



Original Cass depot and mill yard.



Exposition 1904, St. Louis, Missouri. The car is a Ford Model A, built in 1904. It is a four-door model with a light-colored top. The car is parked on a dirt road. The background is a light, textured surface, possibly a wall or a large rock formation.



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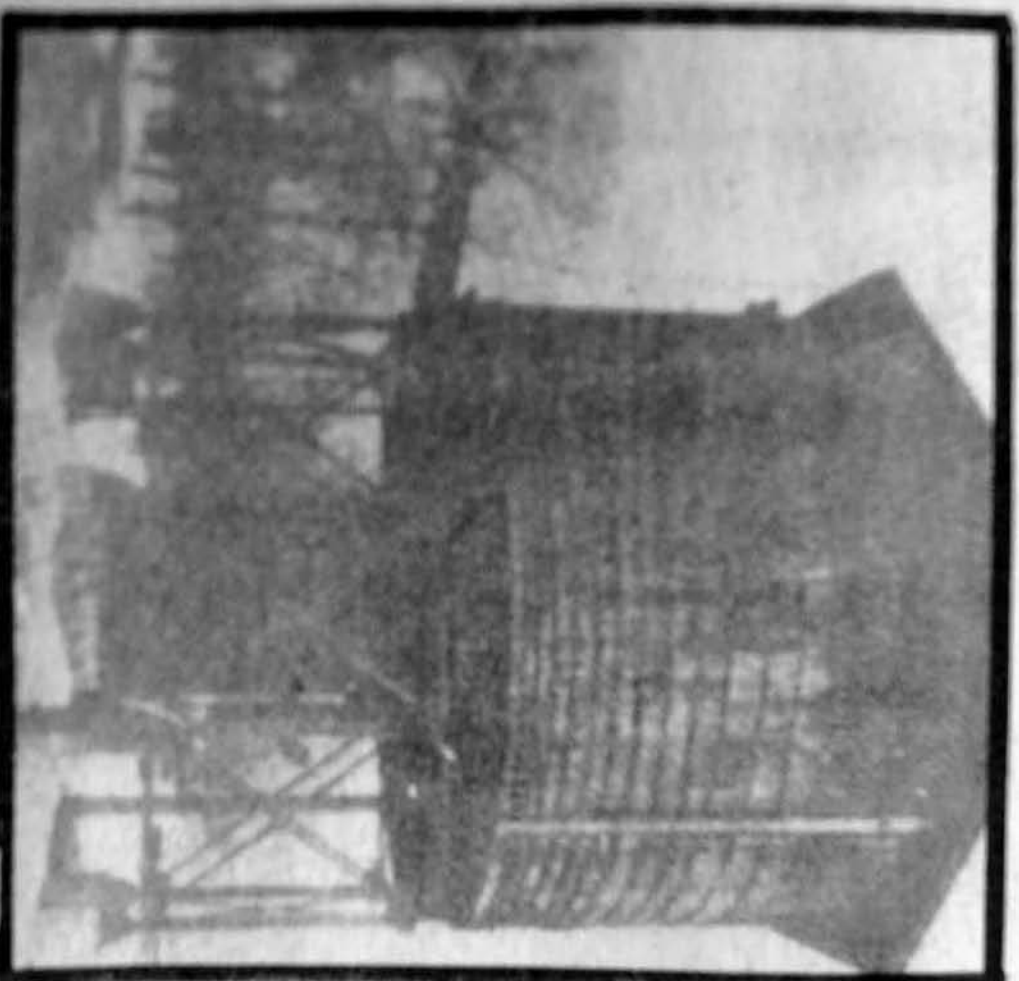
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Bartow depot and a 4-4-0 (A Class) passenger engine.

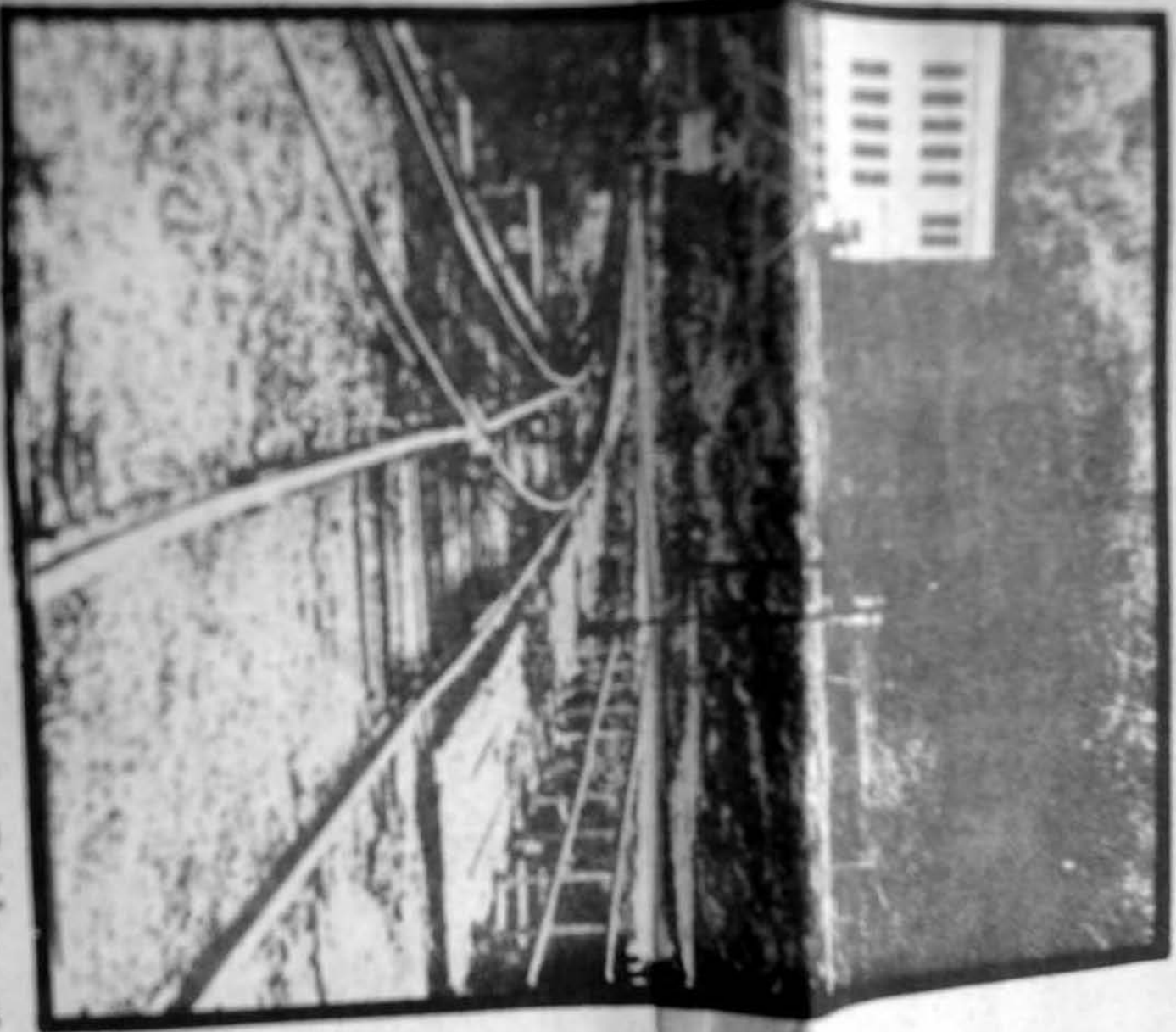
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*The Western Maryland Railroad Bridge at
Bergoo has survived two major floods in less than
forty years. Just up the tracks many locomotives
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*Water sank in the lower end of the Cass Scenic
Railroad yards are where the steam engine takes
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Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



The Western Maryland Railroad Bridge at The Green has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Exhibit No. 8 approximately the same front view and rear view. The car was seen with a background of brushy and rocky. The car should not be seen with a bright light.



Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midgit with a circus. His determination and hard work made him one of the best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blew the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Donnegan hollow to Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

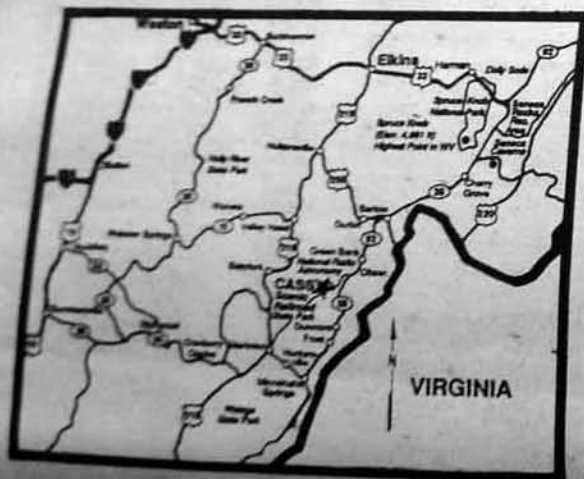
Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken rail and we derailed 18 hoppers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 foot long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

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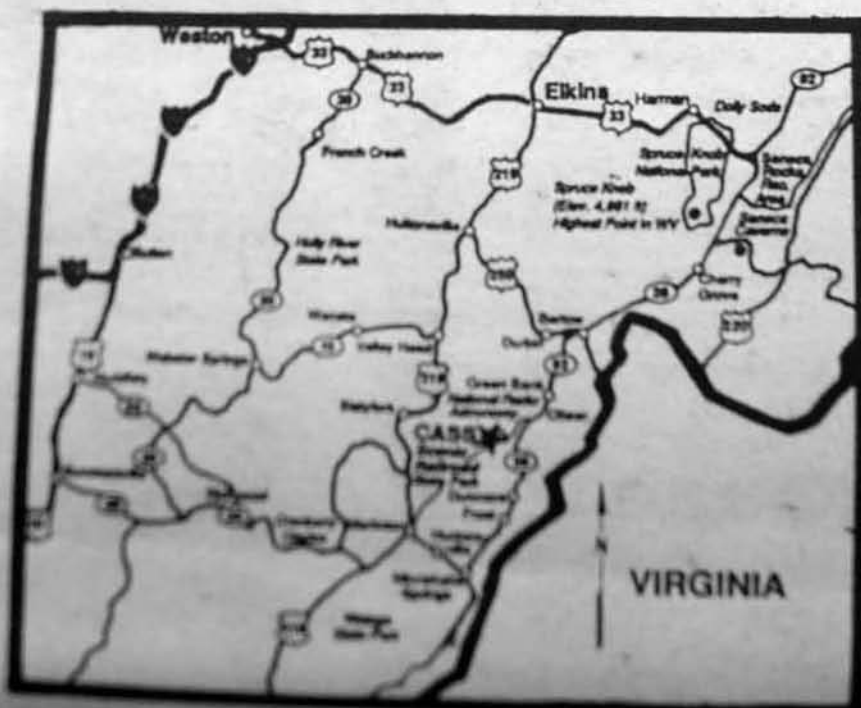
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Asking Politicians To Consider Youth And C.C.C.'s

by Sheriff Given

My political career has been filled with dangles, blunders, and boo-boos. Sometimes we learn from the non-elected, as well as the elected. Dick Benson, the popular air pilot and two-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate seat for 4 years.

Given started in the 1st Silver-Haired Legislature

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public office.

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an all-time high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded

checkerboard John Ritchie shirts, etc. Out of this 10-day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30-minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest Joe

politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors — the team gets out their cash political funds, and pay on the precinct level — and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits, labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.

The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

Continued On Page 12



Mike Ross Gas and Oil Coalton



Mike Ross Gas and Oil Coalton



If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

Mike Ross
Buckhannon, WV 26201
(304) 472-1110





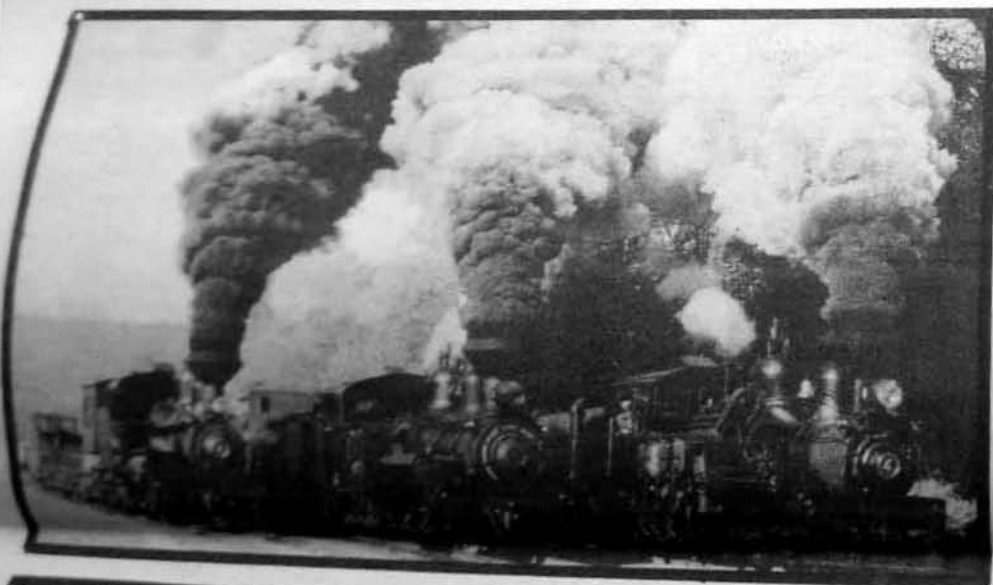
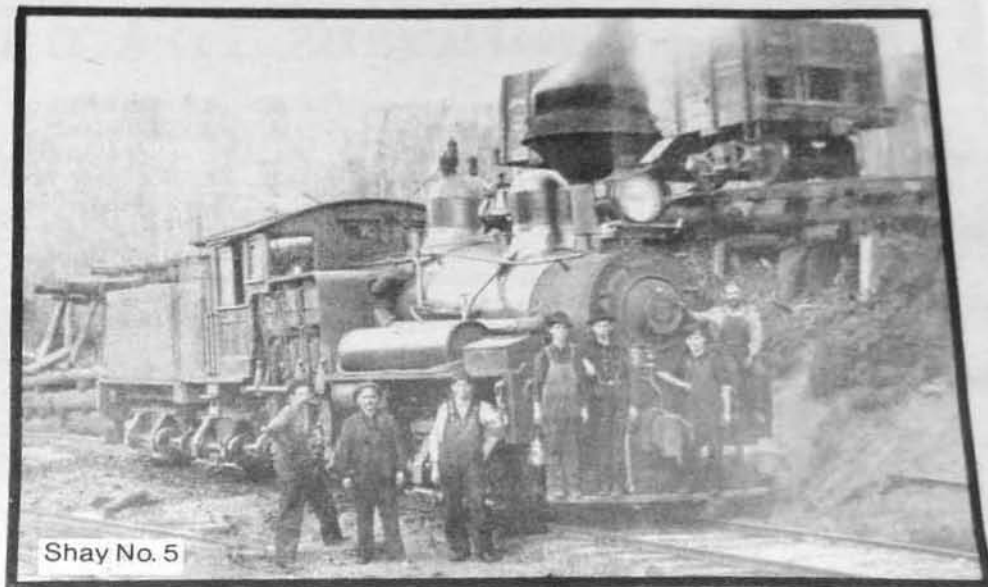
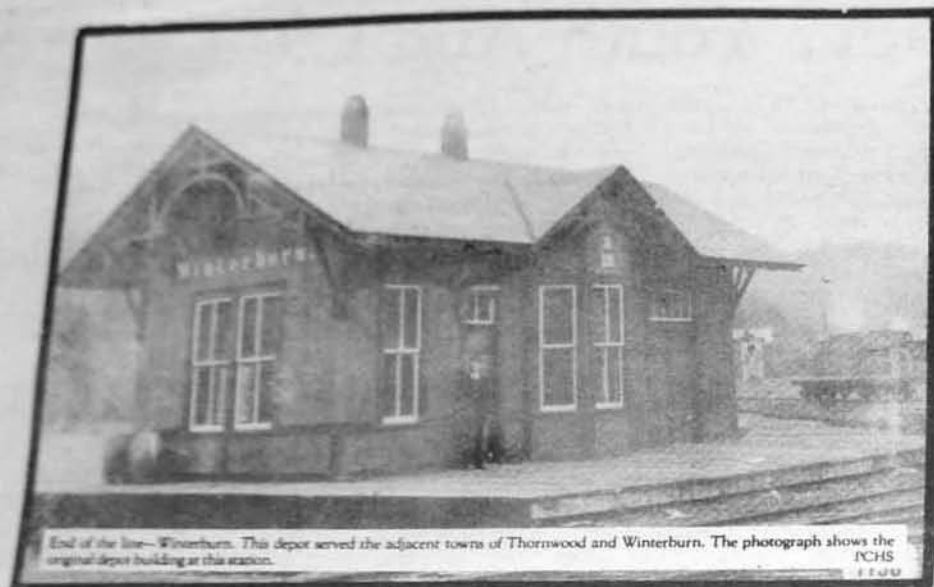
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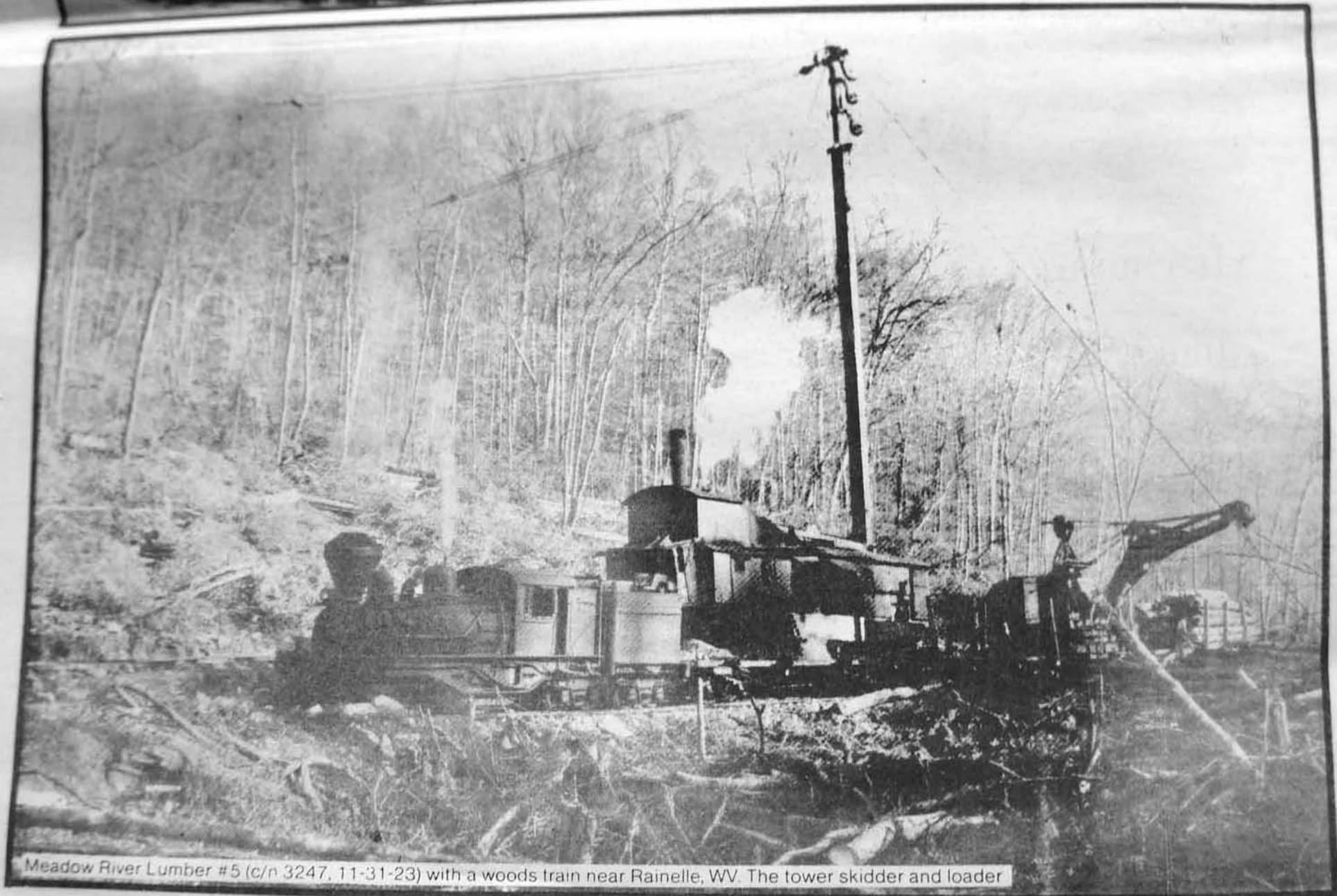


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Meadow River Lumber #5 (c/n 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader



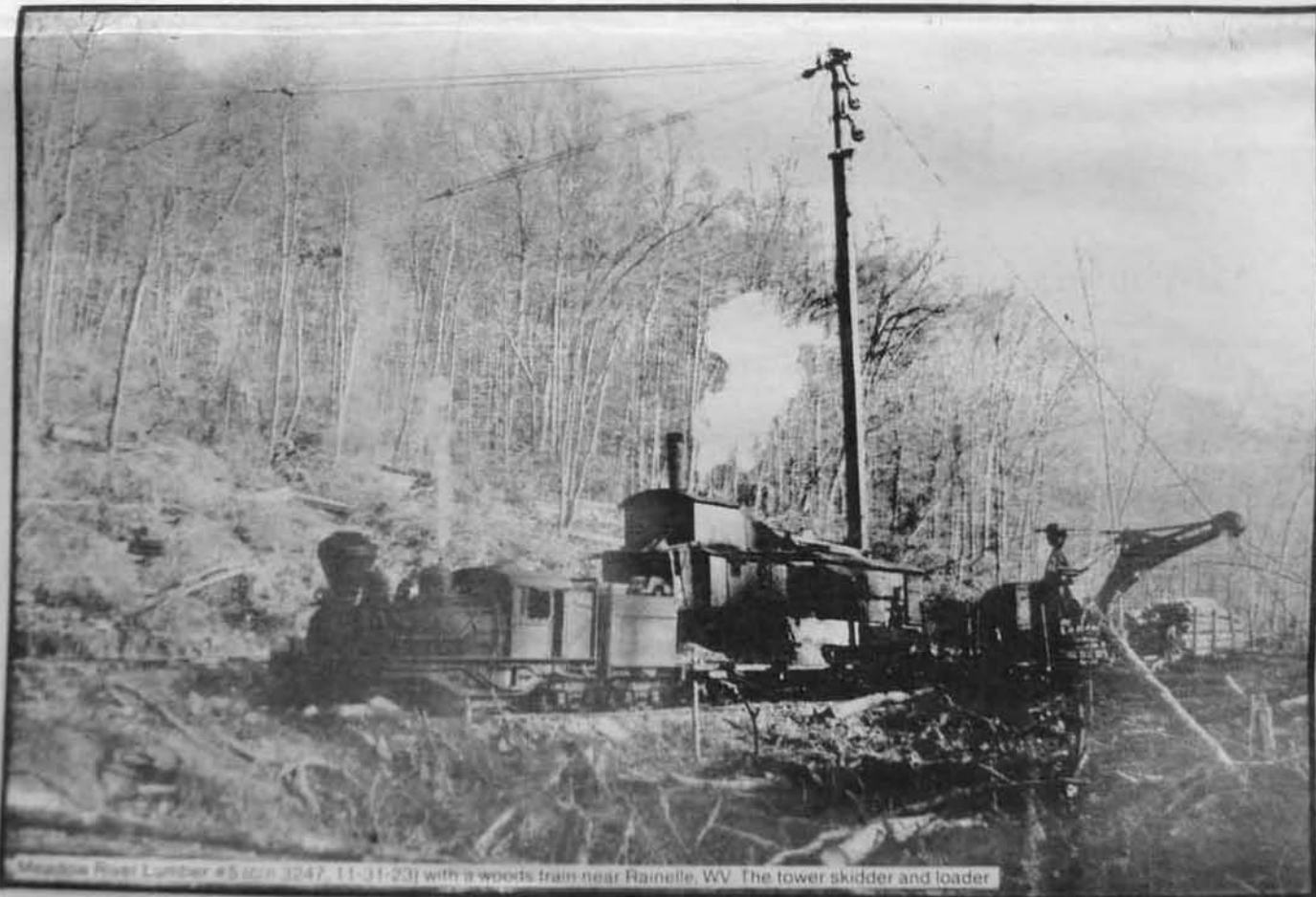
End of the line—Waverburn. The depot served the adjacent towns of Thornton and Waverburn. The photograph shows the original depot building at this station.



Shay No. 5



SHAY ENGINE, Number 8 at Cass Station, Cass Scenic Railroad, Cass, West Virginia



Meadow River Lumber #5 (1911-1923) with a woods train near Rainelle, WV. The tower skidder and loader

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the process and buying of the Cass Project by the State of West Virginia.

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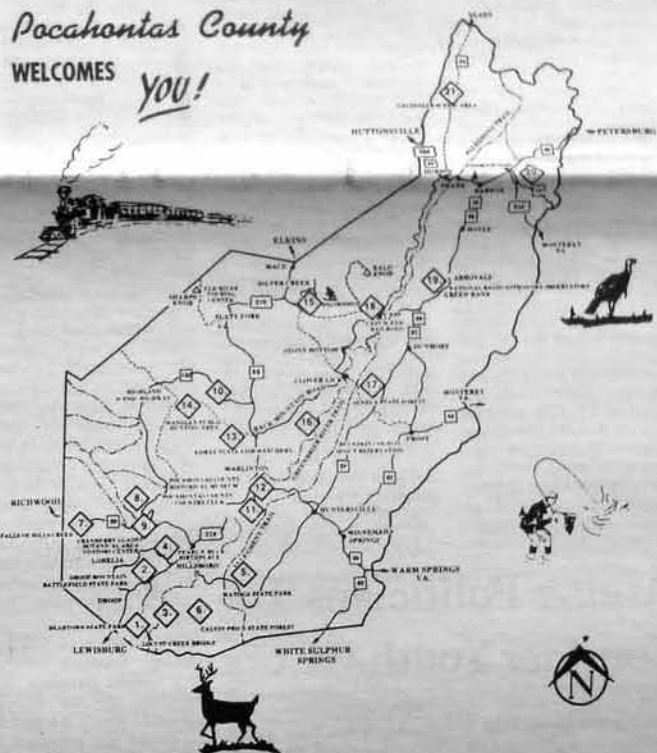
Spruce, through the scenic wonderland from Bergamo to Slaty Fork, to Spruce. We were honored to have Mr. Unterbach, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crisp, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and, his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pocahontas County

WELCOMES

YOU!



Pardee-Curtin Lumber

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Coldest And Highest

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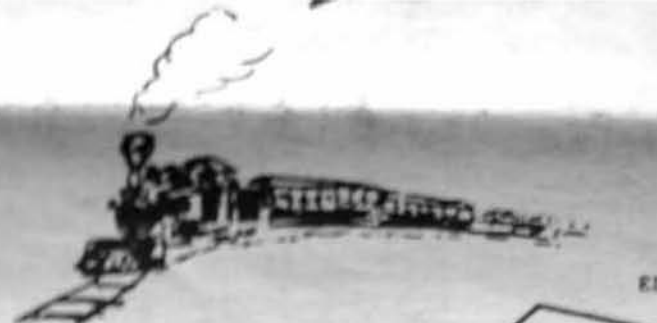
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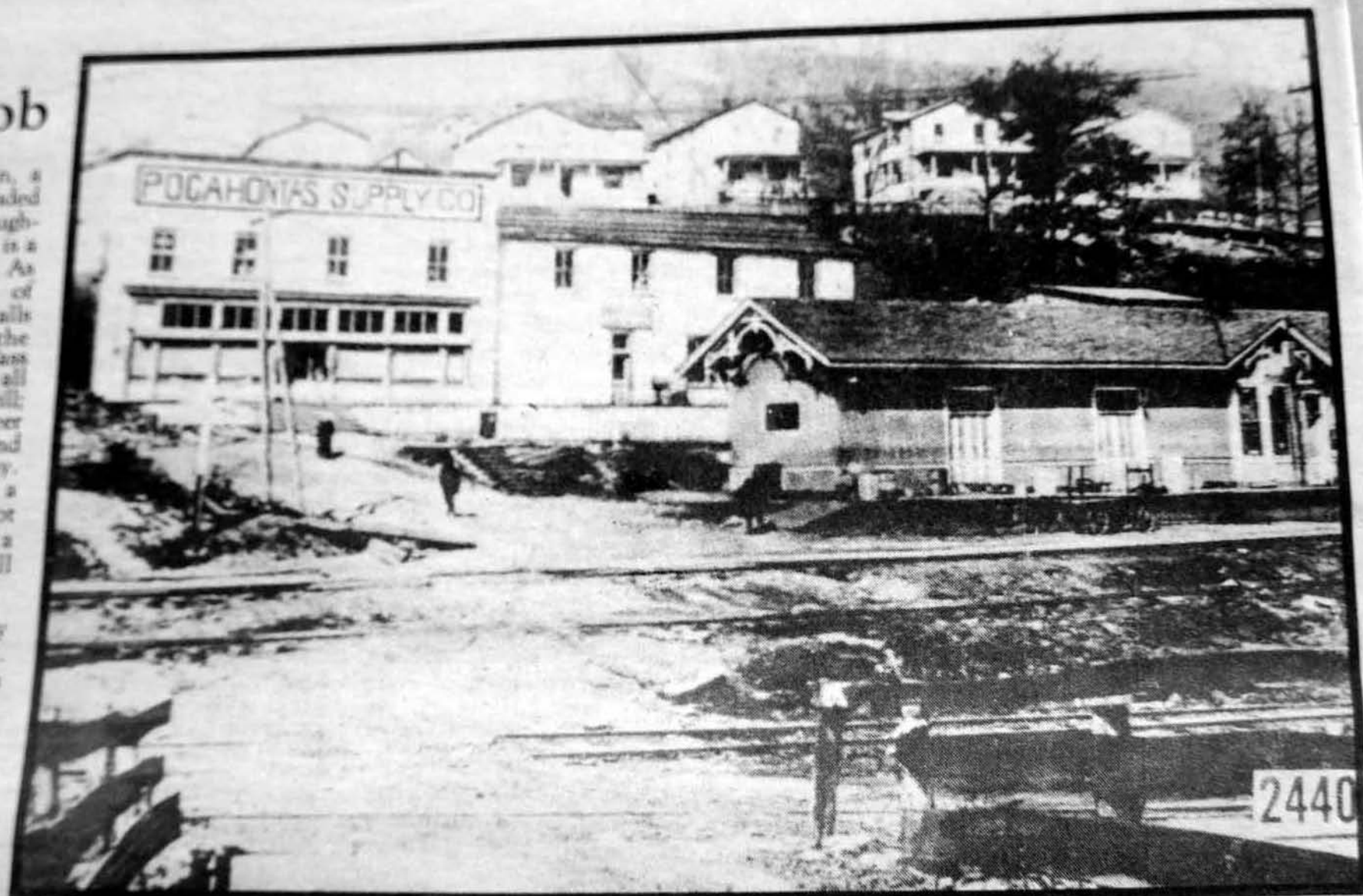


Cleveland, W. Va.
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A Trip To Bald Knob

Continued From Page 7
recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old abandoned railroad of the Mowbray Lumber Company to old Spruce, and the 4 miles through the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day we will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



The So

August 14, 19

During the launching and contracting business period of years have the memory elephant, the job, and the dream with hopes that

first full time job. Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad man, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking cameras, emerged under the Rock Spectacular and Bald Knob sign hanging to the locust trees some twenty feet in the air (put there one Saturday evening by "Sheriff" Given and brother, R.K. Given and Pat Ellick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Oris and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

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You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people....I ask your help!

Sincerely,
D.P. "Sheriff" Given

Asking Politicians To

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Asking Politicians To Consider Youth-CCC's

Continued From Page 9
are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have.

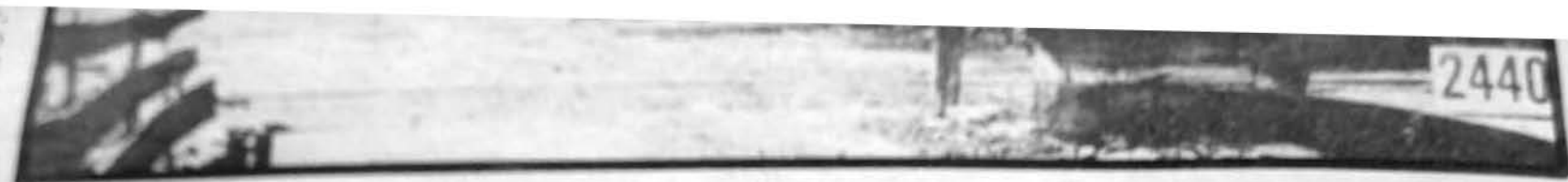
This year, 1965, has seen Sheriff Given attending CCC reunions, talking, writing, begging for the CCC's and unemployment.

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of Job, and the desire to dream with imaginary hopes that he can eventually accomplish something for the well-being of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca—I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

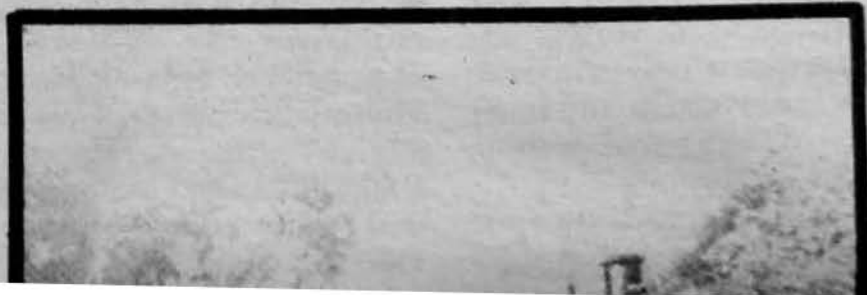
less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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(Webster County Memorial Hospital), I was requested to recruit some planterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through West Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West

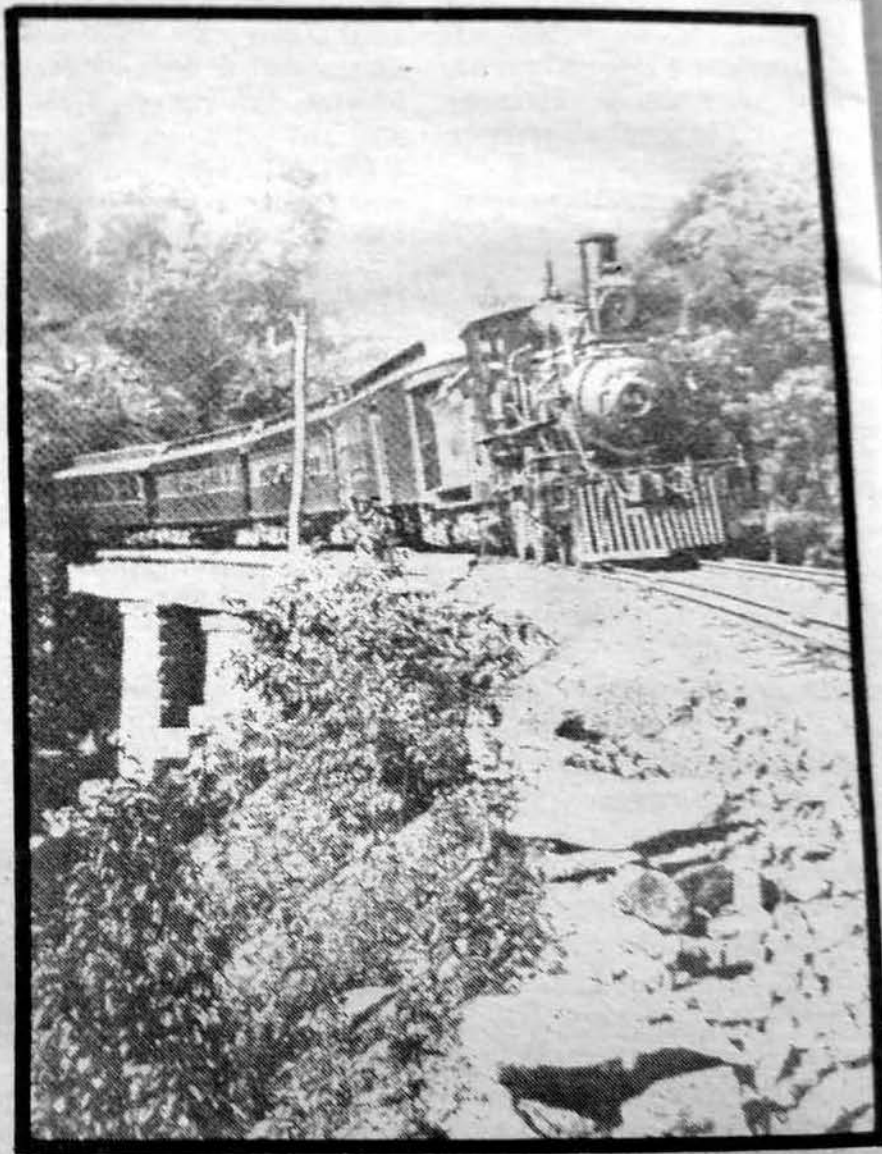
during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago—those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

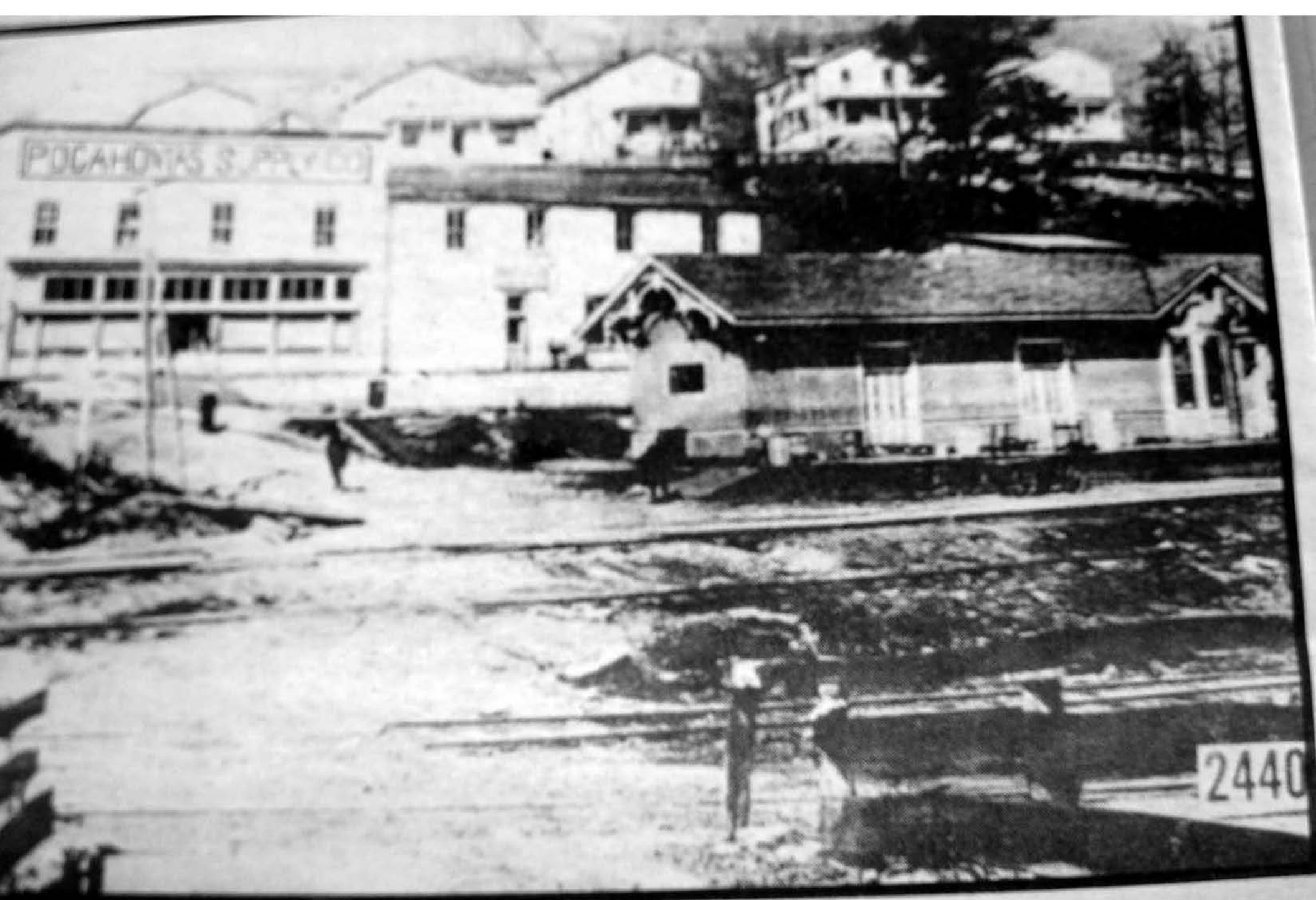
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South Branch Valley Of West Virginia



Engine No. 4 tops the brow of the hill as it approaches the Gum Field picnic area, four miles from the Town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

What A Ride!

Airv. three miles to Slaty ready for o

What A Ride!

I leave Webster Springs May 4, for the tailend of a history making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switch-bucks and 12½ miles of steep grades and unequaled cool summertime weather, caves and outstanding

scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

(I am selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's state-wide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its

people. Six months of hard work was made into reality. I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday. By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jack-knifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and steaming. They are shifting to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass. We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of West Virginia's most popular attractions, carrying tourists and sightseers to lovely picnic areas high in the mountains. This view was taken on the switch backs enroute to Bald Mountain.

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An old log now one of the picnic areas taken on Mountain.

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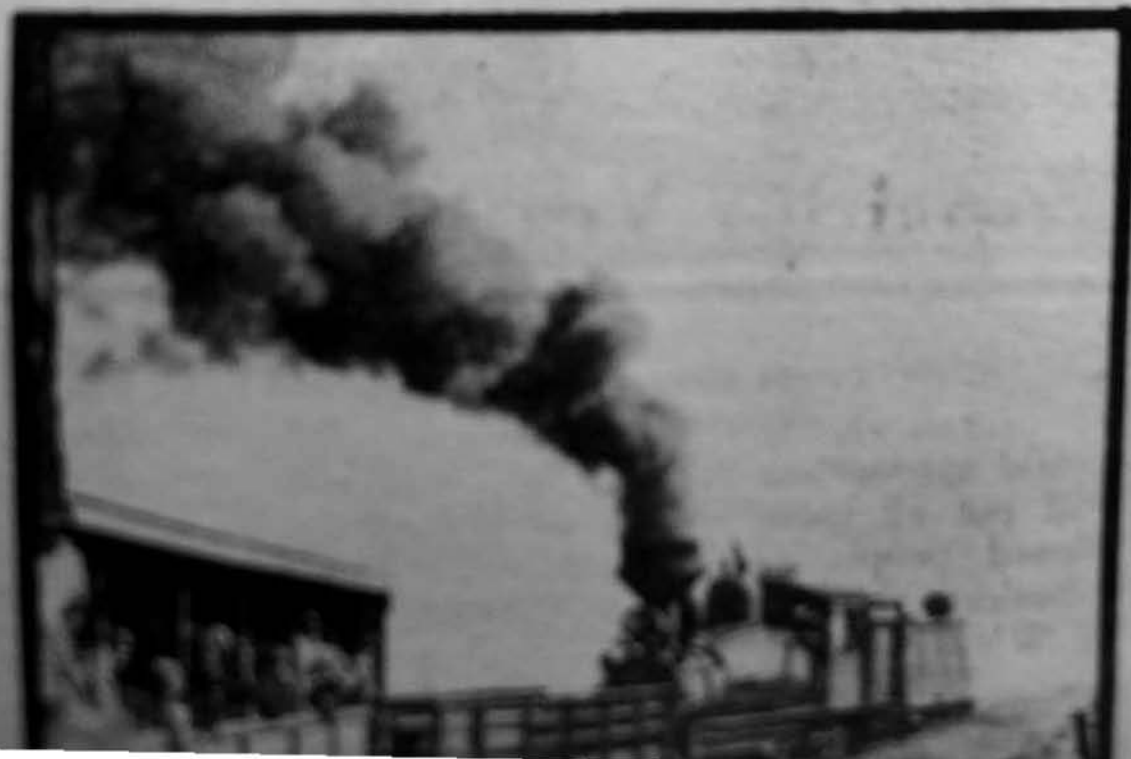
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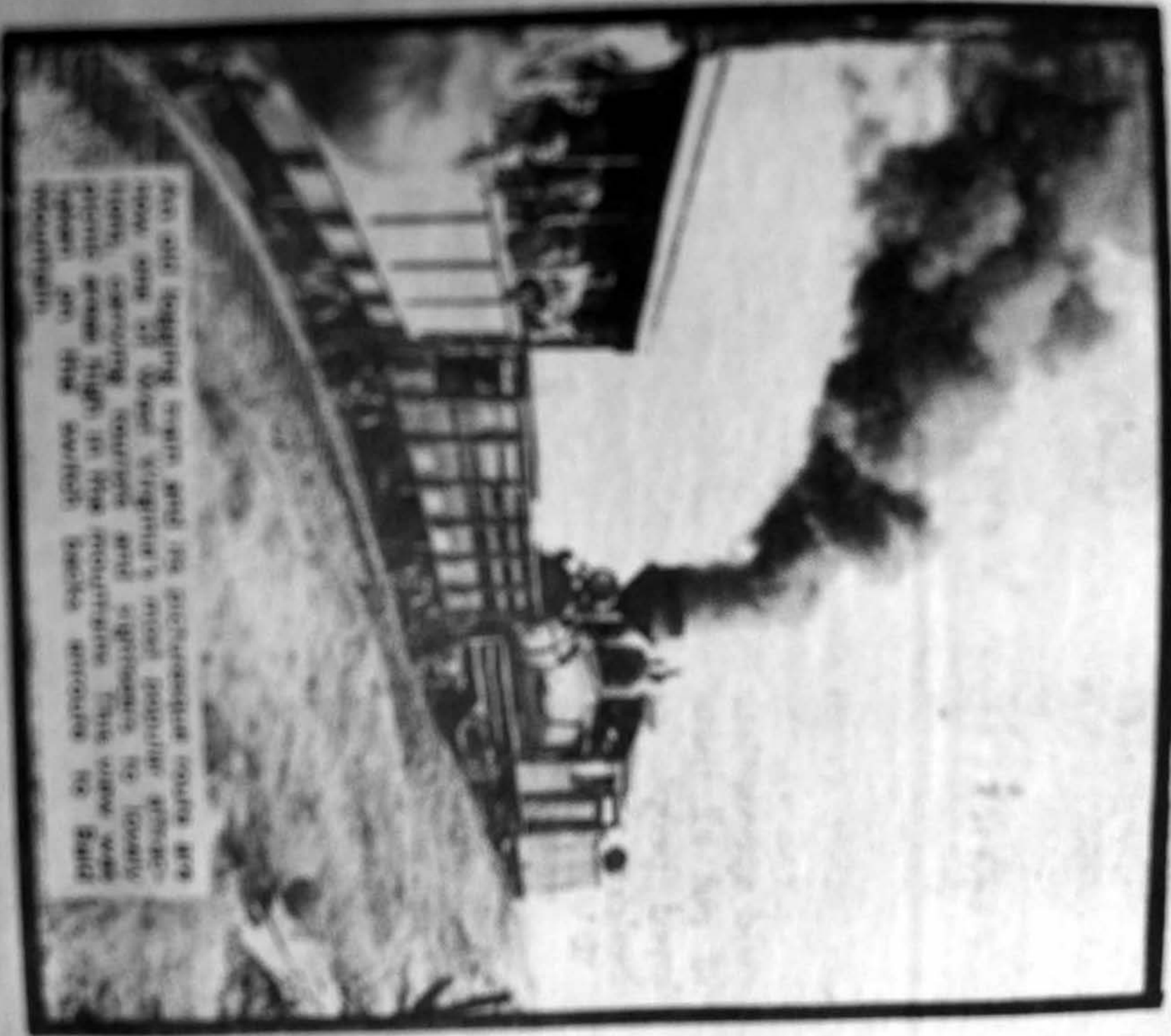
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The old logging train and the passenger train are
 seen here at the logging camp. The logging train
 is carrying logs and the passenger train is
 carrying passengers. The logging train is
 pulling a large log and the passenger train is
 pulling a large passenger car.

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say, "Welcome aboard the
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—Only 86 Miles From Flatwoods To Cass—

Continued From Page 1
like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Copar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

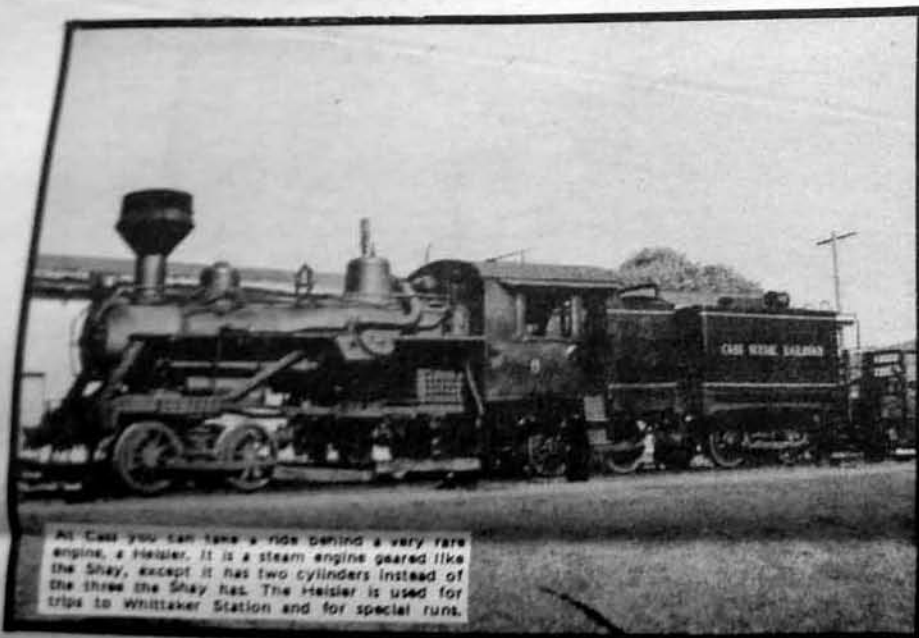
y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful well-kept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950—home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 1½ miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Muri's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then Berger's, a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and



At Cass you can take a ride behind a very rare engine, a Heislner. It is a steam engine geared like the Shay, except it has two cylinders instead of the three the Shay has. The Heislner is used for trips to Whittaker Station and for special runs.

Continued From Page 14
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SHIRLEY WEBSTER BRIGHT. IT IS
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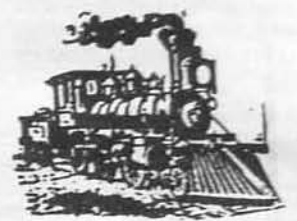
down to earth people. As
you enter the city and cross

across Point Mountain,
always fresh air, fog and
cool nights through June,
July, August and Septem-
ber. You stop at the
country store and post
office at Montereyville,
Gateway to Pickens, and
Helvetia, where Dr.
Cunningham, treated a lost
cause for leprosy, and The
Fun Place, a new ski facility
for Webster County.

You are now in
Continued On Page 15



First diesel to pull coal from Webster Springs to Elkins.



Grafton



—Only 86 Miles F

Continued From Page 1
like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

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Holly Gray
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y's yearly homecoming. At
the upper end of the
airport, you take the Dyer
Hill Road to Braxton
County's beautiful mar-
oon, shell-pink red brick
health center. Next you
pass the Morrison United
Methodist Church, black
top entrance, brick patio
with four picnic tables with
benches, a beautiful well-
kept cemetery amid an oak
grove, a great setting for a
country church. You
journey on past the
Newville Road, home of
Tom Gillespie, farmer,
logging contractor and a
great step on the WV
Midland Railroad narrow

gauge passenger train, also
B&O Railroad passenger
train, from Clarksburg to
Richwood. Next you pass
the High Knob Methodist
Church and cemetery built
in 1890 and rebuilt in
1950--home church of
Braxton County's honored
citizen Wilkie Dennison of
Cowen, farmer, commun-
ity newspaper reporter,
builder of fiddles. Although a stone's throw
from the Mount Hebron
United Methodist Church
on the Corley-Caress
Road, he hitch-hikes or
walks the 1½ miles on the
old Braxton Turnpike to
his home church at High
Knob. You pass Ander-
son's Taxidermy. Mr.
Anderson is really a
carpenter. I don't know
how he ever wound up
being a saviour for big game
hunters. You approach
Holly Junction headwaters
of the Sutton Dam, where
both forks of Holly come
together. Six years ago, a
railroad hub and busy
depot when the narrow
gauge passenger train out of
Webster Springs made
connection with the B&O
passenger trains out of
Richwood to Clarksburg.
It is now underwater and
the site is known as
Kanawha Run Trading
Post. A country store,
where people from all over
the U.S. park their boats
during winter season. It is
now run by Shirley and Jim
Bright. This is a good place

to spend the afternoon if
you are a boat trader. You
pass Thompson's, Holly
Hole campsite. Thompson,
a coal stripper and builder
of Harrison County's super
Bridgeport mall, is a former
Webster County native.
You pass the New Hope
Church of Diana,
people's church paid for
and erected by the citizen
of Diana. When you stop
Bruffy's Store for gas and
oil, you turn the corner and
you are on State Routes 1
and 20, and the Webster
Springs Turnpike, at
Cool's Country Store, at
the Diana Post Office
opposite Basil Cutlip
hometown park. Mr.
Cutlip takes great pride
his job as park super-
tendent. You are now
miles on your way to
86-mile trip to visit
Cass Scenic Railroad, an
miles out of Web-
Springs, sometimes called
Puzzle Hole because
Webster's three
mountains: Miller, P
and McGuire. You have
go downhill to get
Webster Springs and up
to get out.

You are now 35 miles
your 86 miles to Cass.
are in Webster County
Webster Springs, cou-
seat; 559 square mi
population less than
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939; Mayor Cassand
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Two Woods To Cass—

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to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat, 559 square miles, population 10,000, city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Muri's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curpin Lumber Company a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June.

Continued From Pa
Randolph County, p
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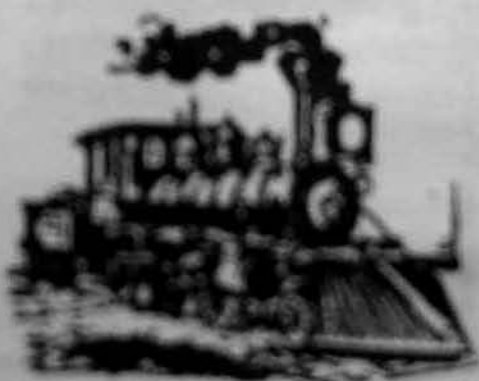
Former Rowing
Team Boatmen

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You are now in
Continued On Page 15



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Only 86 Miles To Cass

Continued From Page 14
Randolph County, population 28, 734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1 1/2 miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



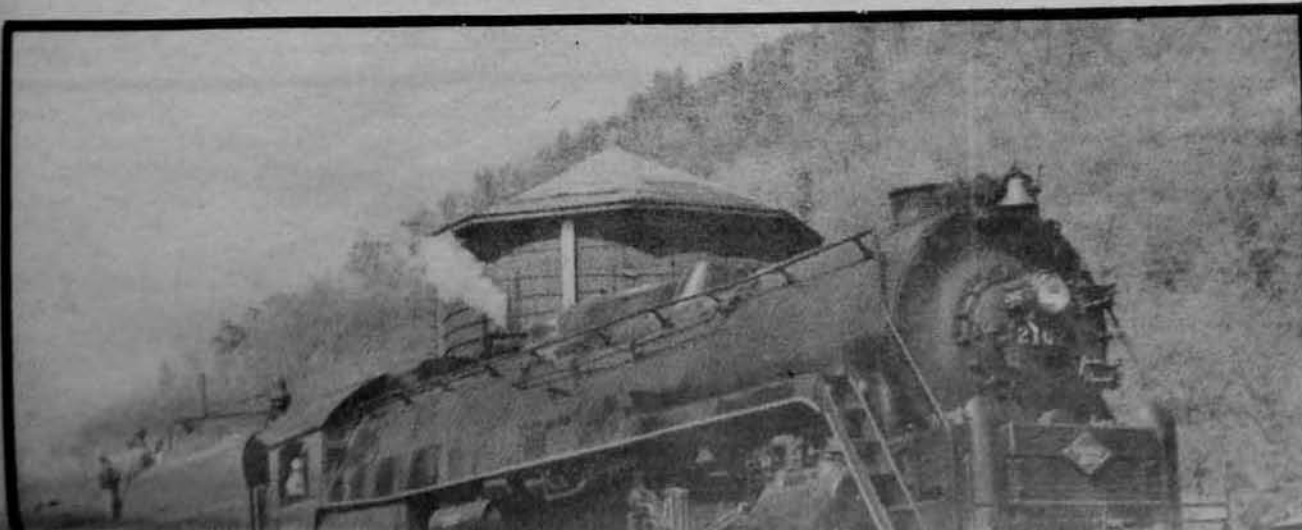
The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from



Only 86 Miles To Cass

Continued From Page 14
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The Country Store

219 and Scenic Highway
#95, one-half mile, you
pass the Valley Head

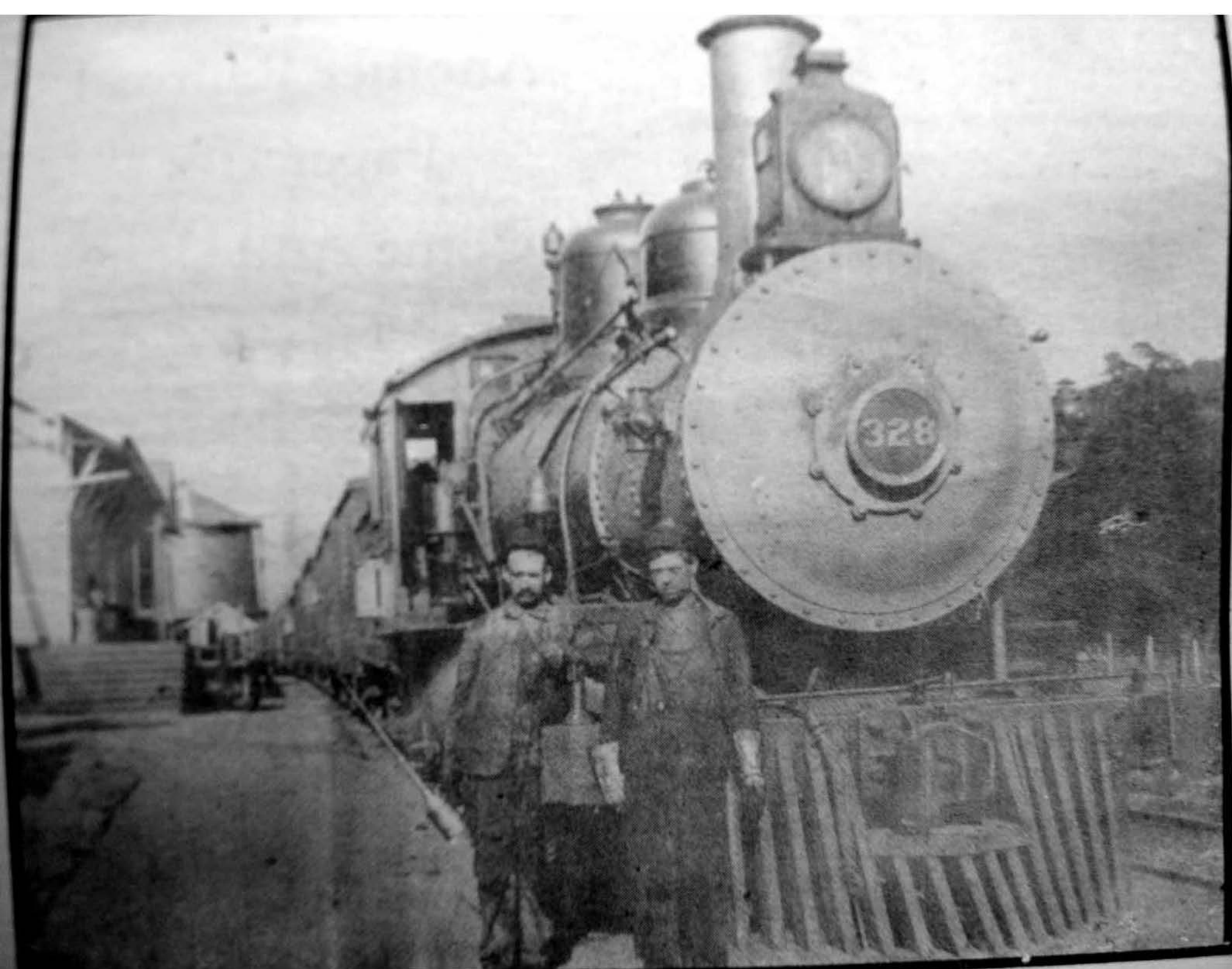
10-12 horses in a field
which belongs to the 152-

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paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncove to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker



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The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence (something that made coffee strong, about the size of a can of snuff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. I knew which one used Dutchman, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, ginseng, Mergall—
you bargained and bartered
and the farmer got what he

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head got cold during winter.

Women wear sharp-
pointed high-heeled shoes

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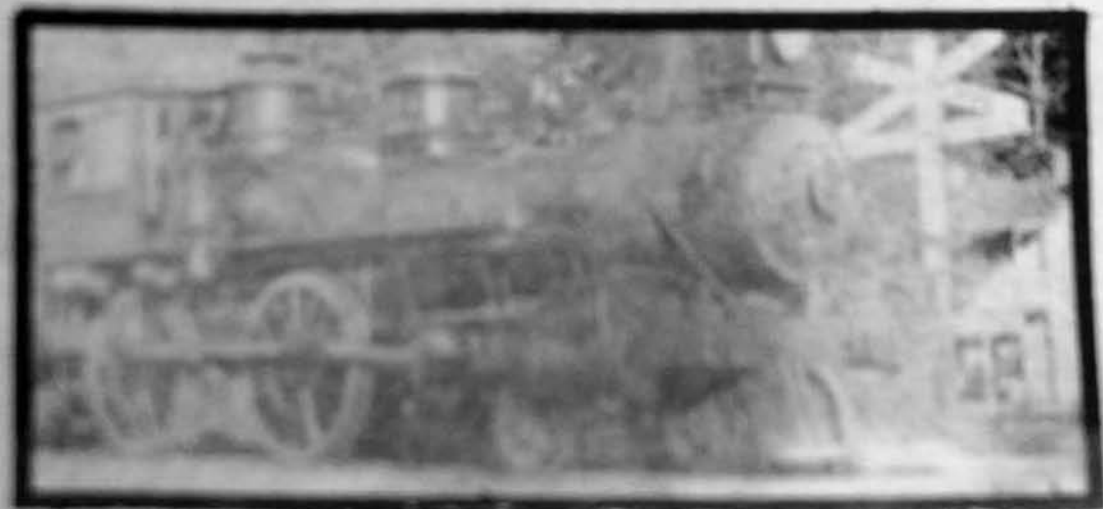
It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head ~~get~~ cold during winter.

Women wear sharp-pointed high-heeled shoes which are certainly **not** built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dresses up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



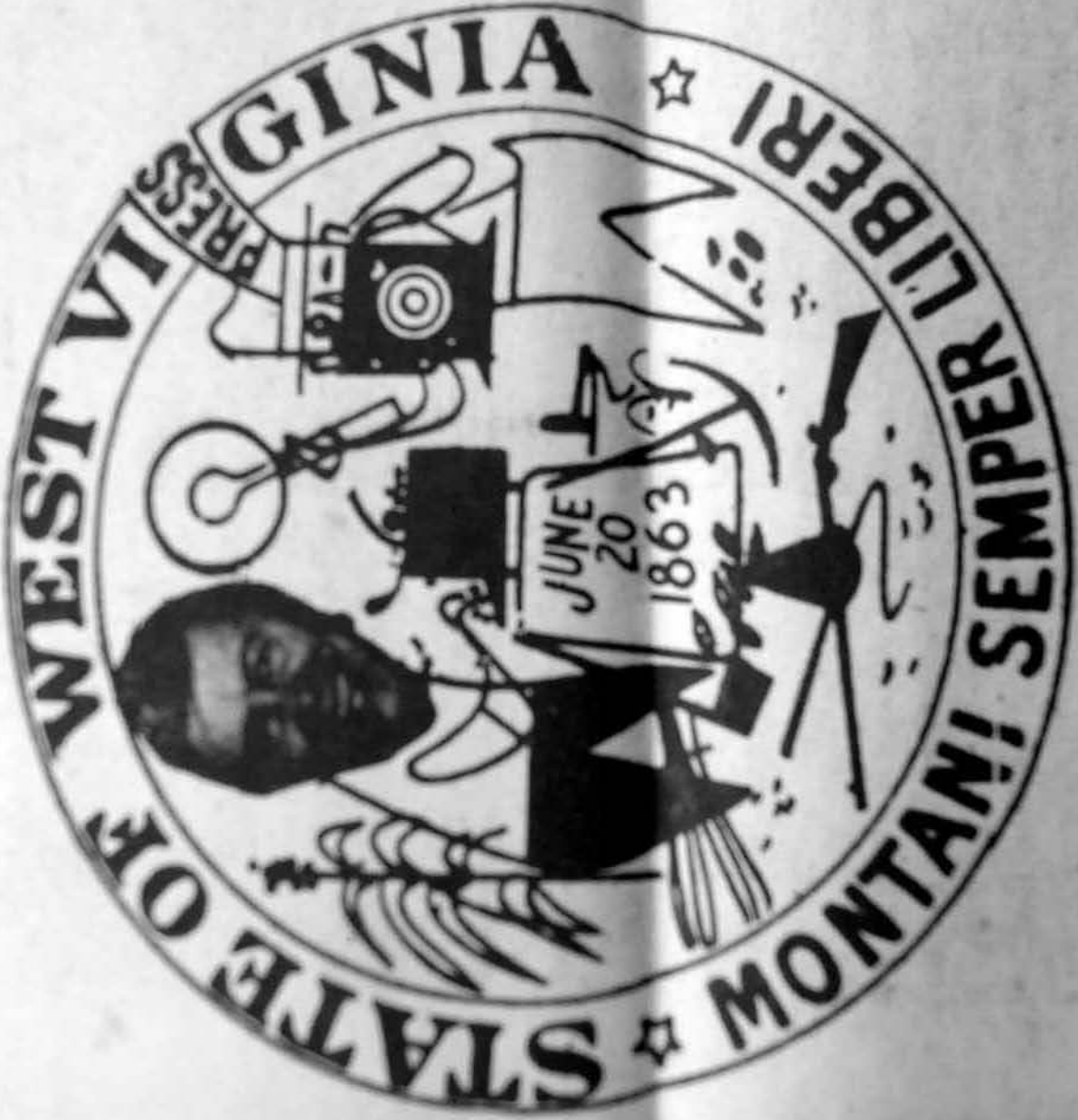
From Sheriff Guen
15091448. U.S. 9th Air Force
European Theater 386th, Sp.,
5th Sq., England, France, Germany
Jan, Dec 1941 to Nov, 1946
Sally Wakes Dawn, Webster
Springs, W. Va. Printed June
20, 1989. W. Va.'s 126
Birthday.

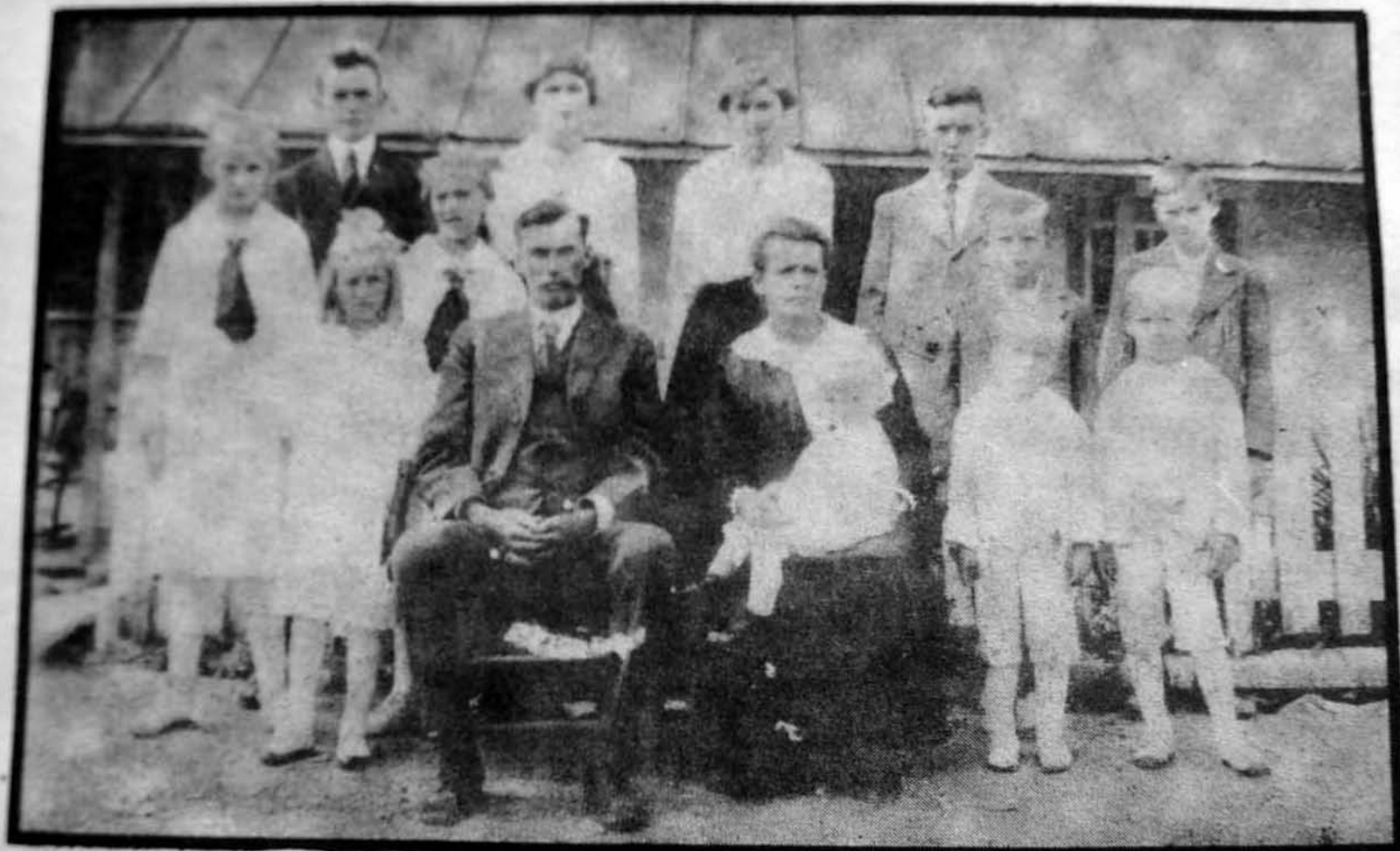
Why don't

Scenic Rail
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This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"


Given, this writer being on my mother's lap. The others are my brothers and sisters.

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James R. Morau
'88

Another Railroad Paper Has Come And Gone

Another all-time railroad souvenir of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26226. Remember a \$15 donation will bring you a dozen copies of this paper by return mail. My

phone number is 847-5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your own library, Bible, or attic. It could be useful in the years ahead.

Thanks,
Sheriff Given

lap. The

Birthday.



Another Railroad Paper Has Come And Gone

Another all-time rail- phone number is 847-

**sunday
gazette-mail state
magazine**

Charleston, W. Va., Sunday Morning, Aug. 11, 1963 Sect. M.

Bright Day at Marmet Hospital
page 6m

The Booming Business in Cass
page 4m

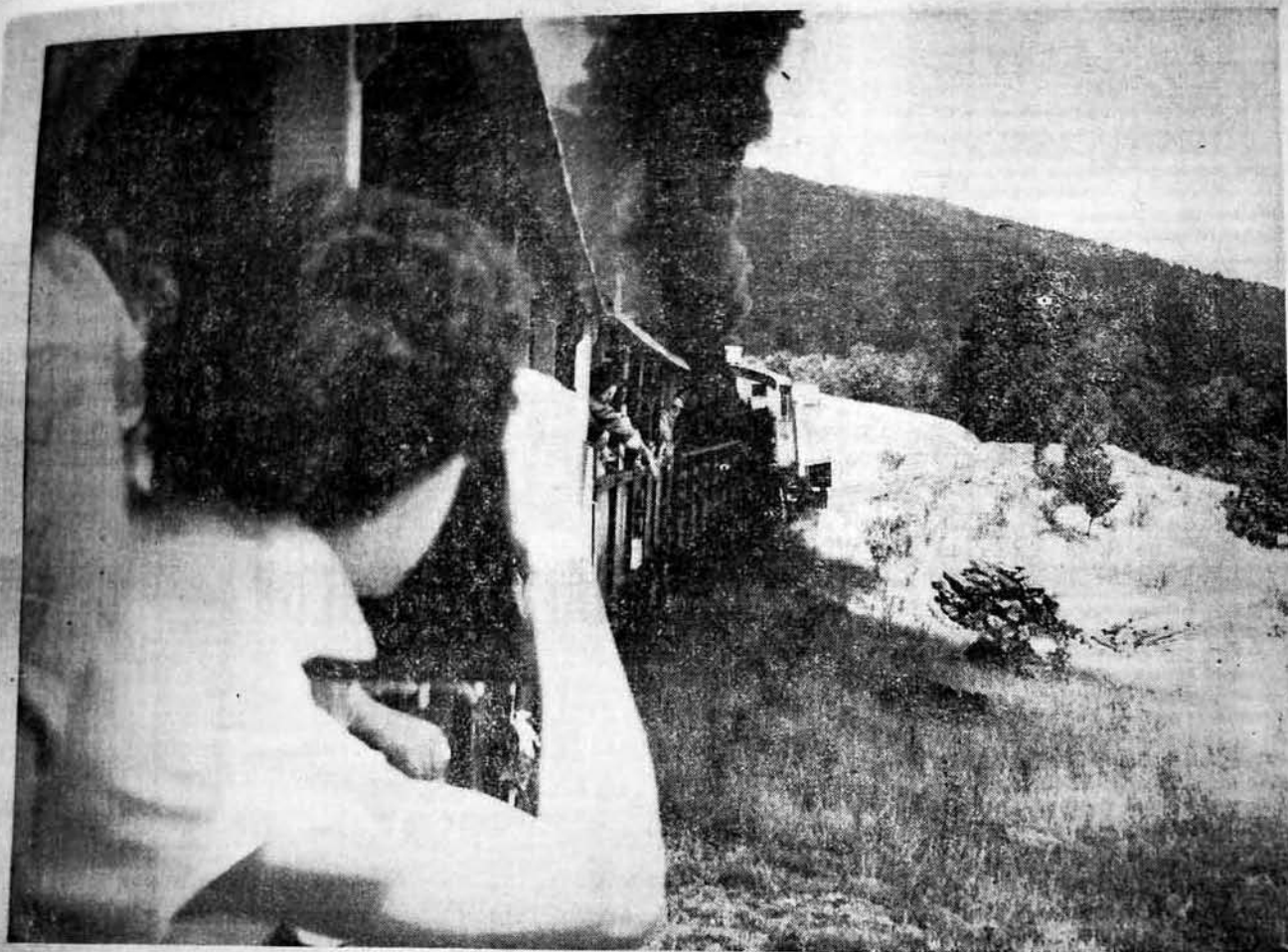


Ricky Edward Green of Cass

Photo by William C. Blizzard

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As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Thence, northward to the Blue Mountains

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development

THE BOOMING

THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

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Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,032 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of

a \$376,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$376,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays. It makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu terminus, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should prepare hotel or motel reservations in advance. There are no public overnight accom-

SUNDAY GAZETTE MAIL

THE BOOMING Business in Cass

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BY WILLIAM C. BLIZZARD



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Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

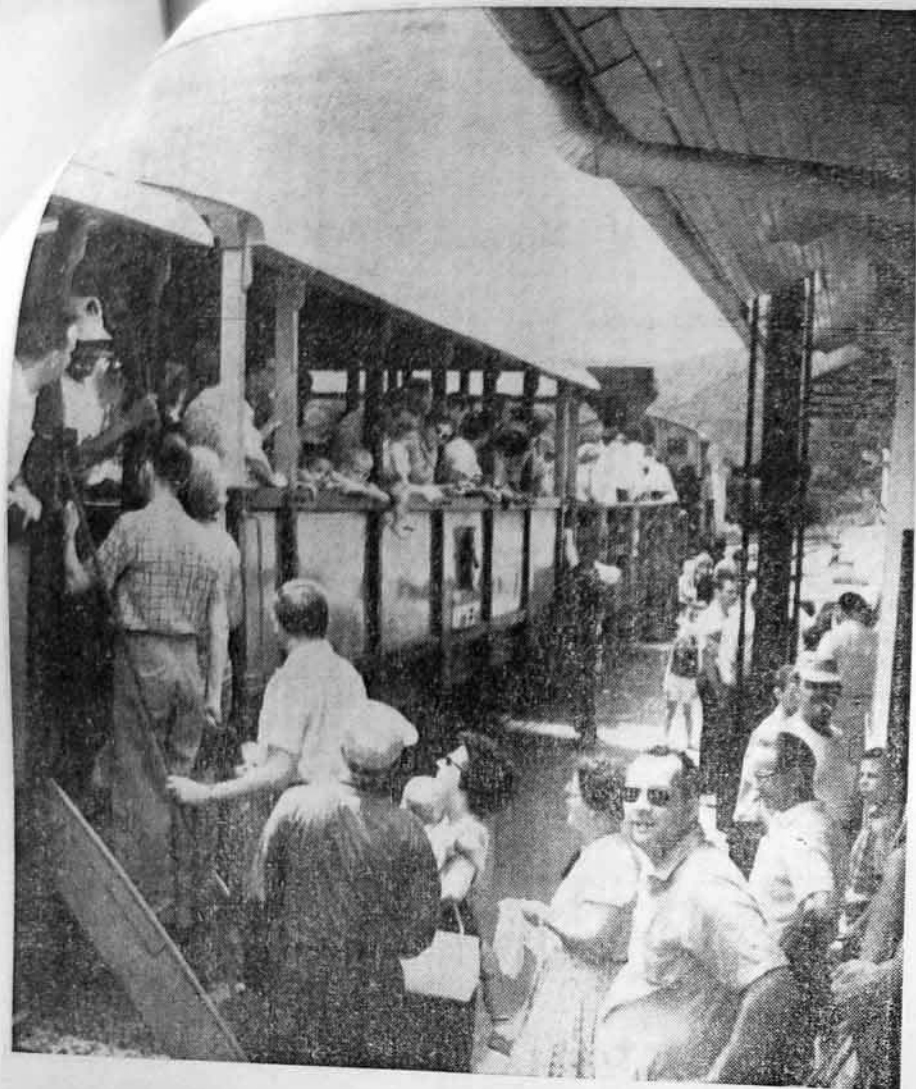
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu community, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public overnight ac-

SUNDAY GAZETTE MAIL



Blackhurst's stuffed animal museum at Cass is popular spot.



WSCS ladies prepare refreshments to sell to railroad tourists.

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$1,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton, however, wrote a complaint, and these were his exact words:

"I dinnet see no hares."

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

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"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

stranger, just shake his hand and introduce yourself. We don't want any trouble."

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At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

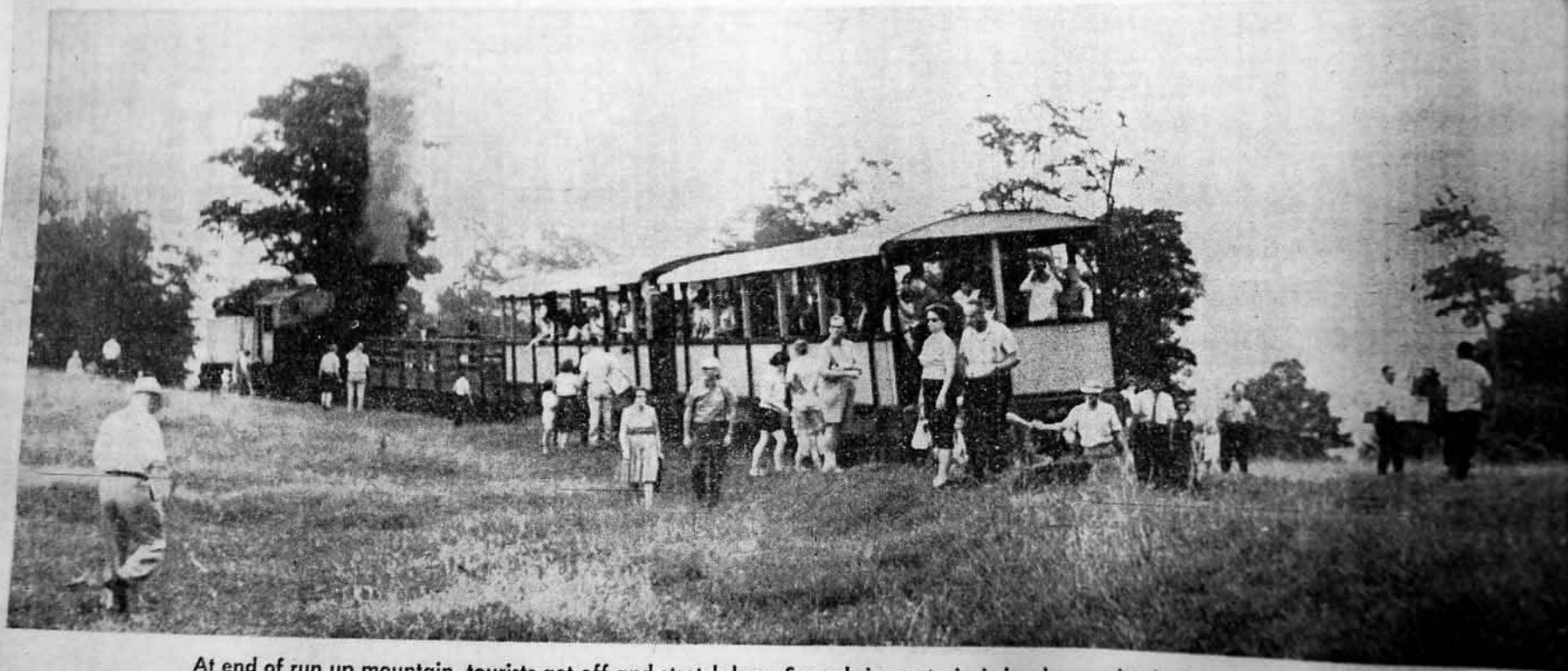
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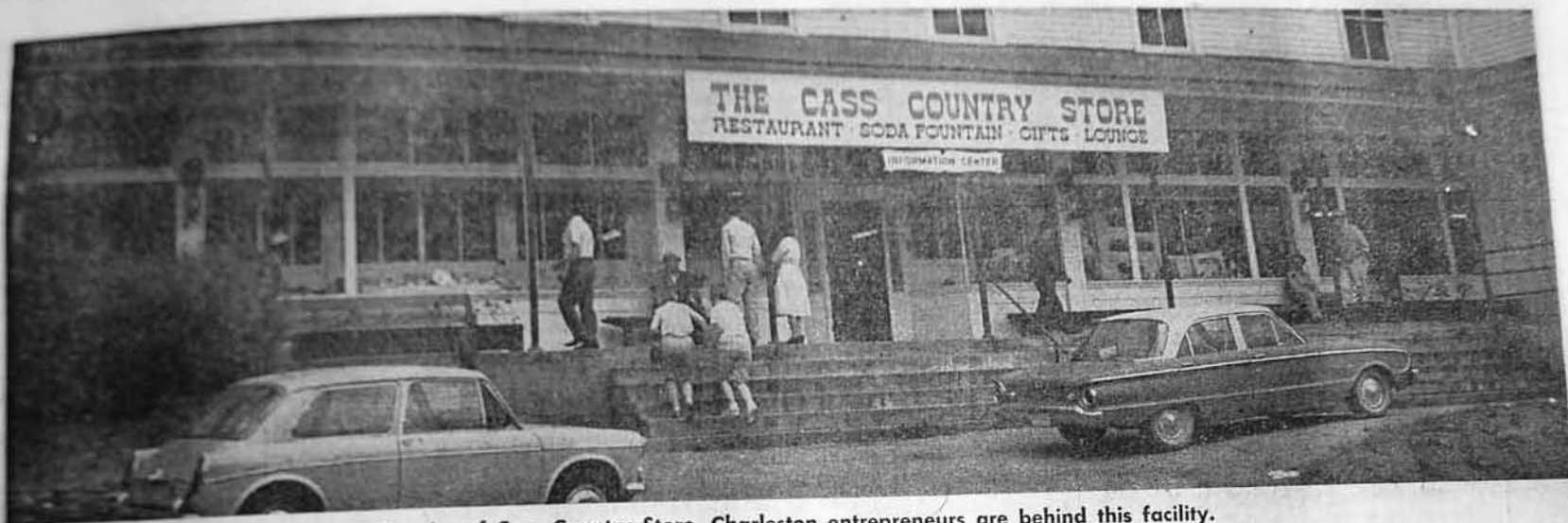
Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

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Local church women helped out night after night with pies, cakes, and sandwiches, but the tourist often arrived hungry and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and perspiration accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherback Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, clender-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

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Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked in.

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Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the other way around.

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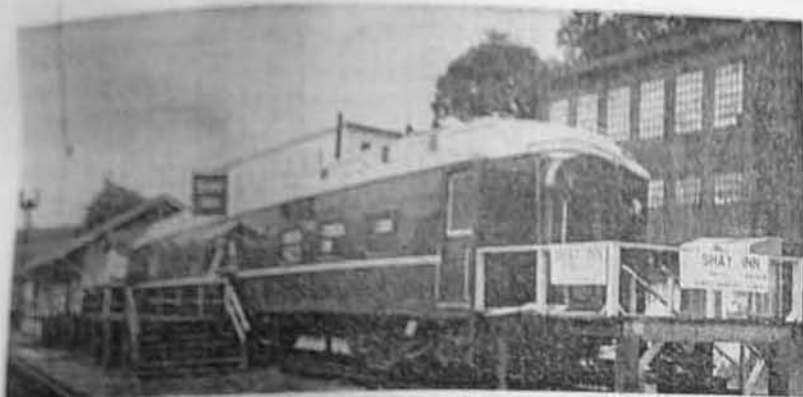
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And bring along a sweater or light coat.
The summer sun is hot at Cass, but the air
can get cool during mornings and evenings.

A free word of advice to the Department
of Natural Resources, or anyone else at Cass:
Put up highway signs giving the location of
the Cass Scenic Railroad, and how to get
there. Make these signs big, make them ex-
plicit, and place them on all major highway
approaches.

If you are running a business that depends
upon highway trade, it is wise to assume that
all tourists have poor eyesight, no memories,
and don't read English well. You'll be wrong,
of course, but it's better to be theoretically
poor and practically right than the
around.



Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.



NEW HOMES

You furnish the lot -
we'll furnish
everything else!





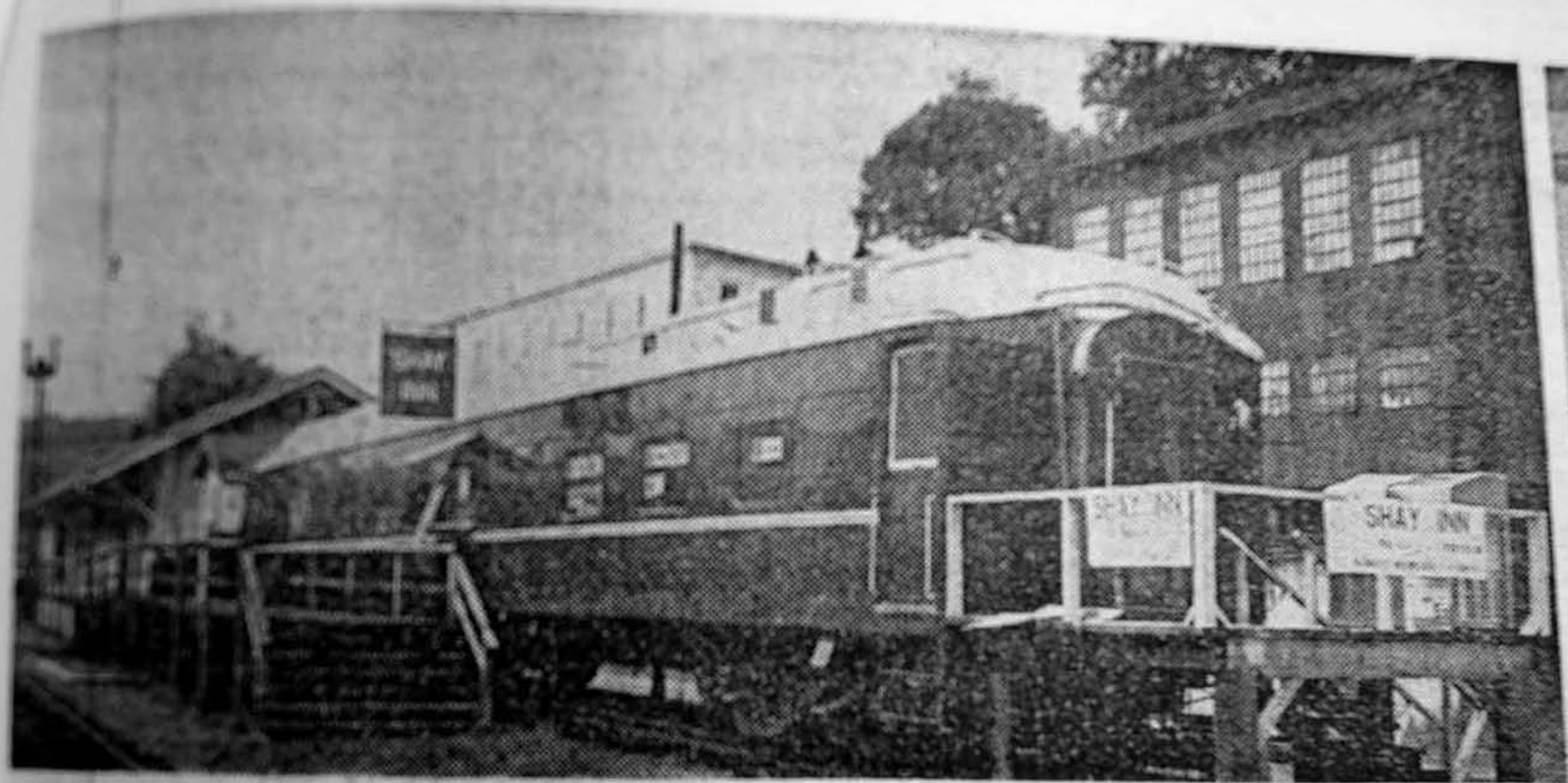
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Soda fountain in country store. Rest rooms are at extreme right.



Display of antique items in Cass Country Store at end of soda fountain.
ITE MAGAZINE, AUGUST 1, 1965

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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

*Built for mountain climbing, it's slow,
mighty slow on the overland trips.*

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Railroad, this season hauling 36,657 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAIL



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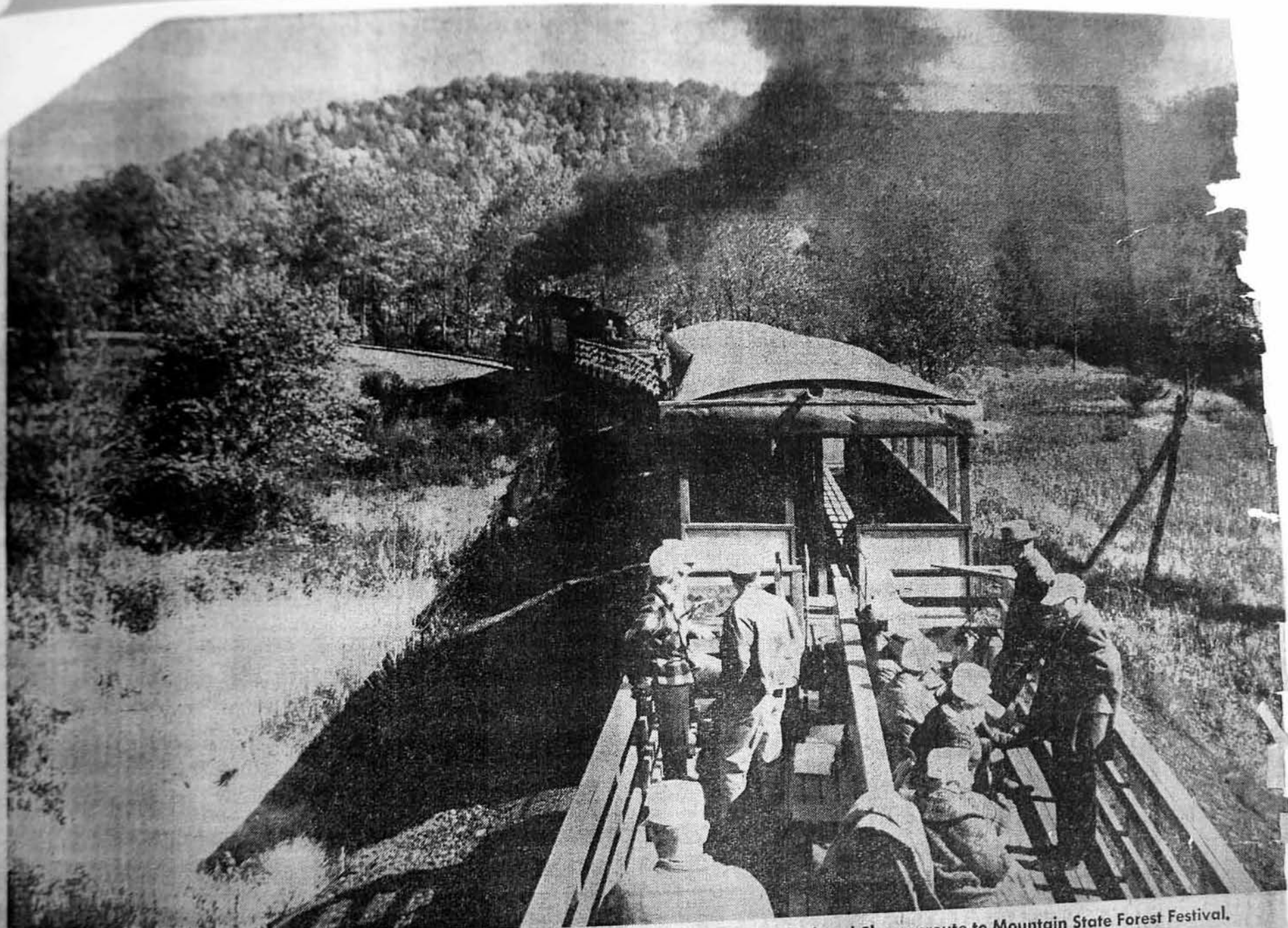
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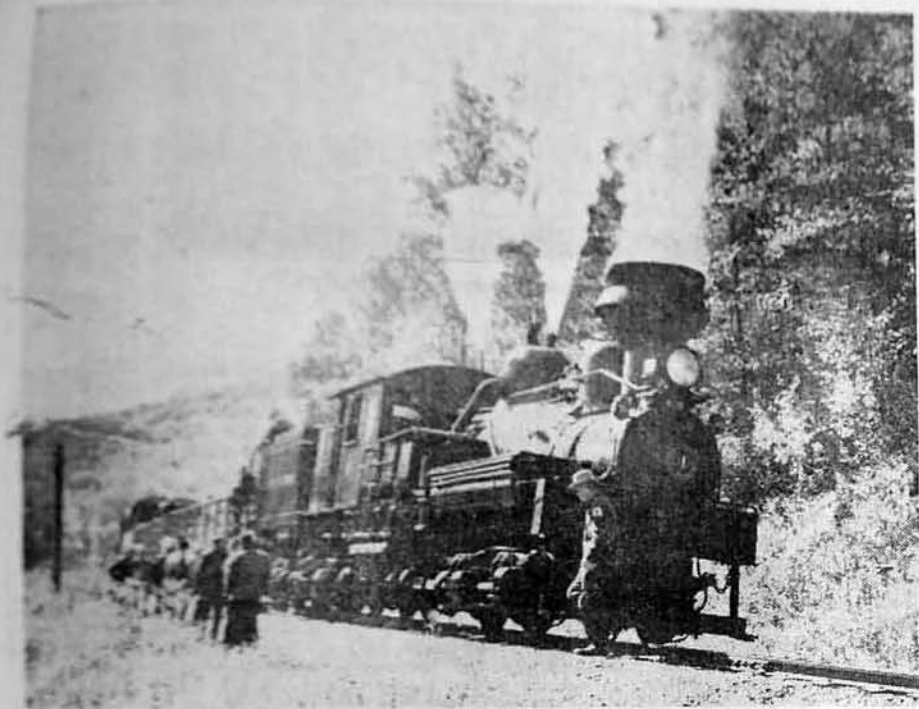
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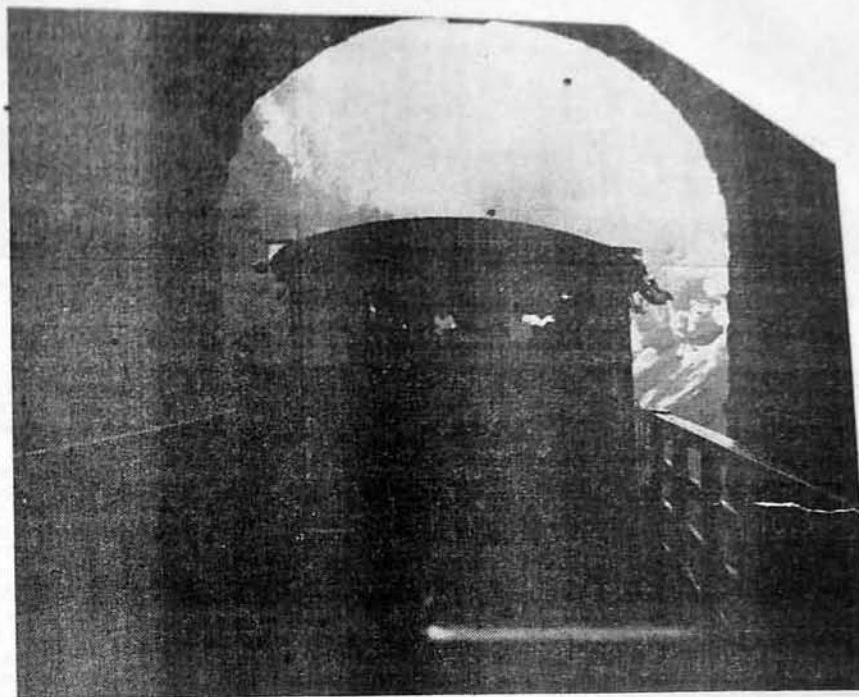
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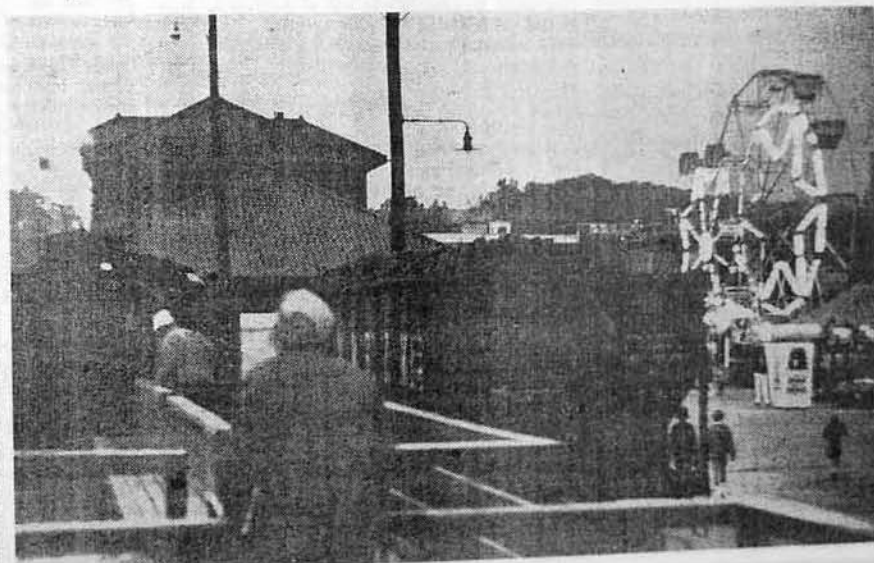
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Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2761st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.



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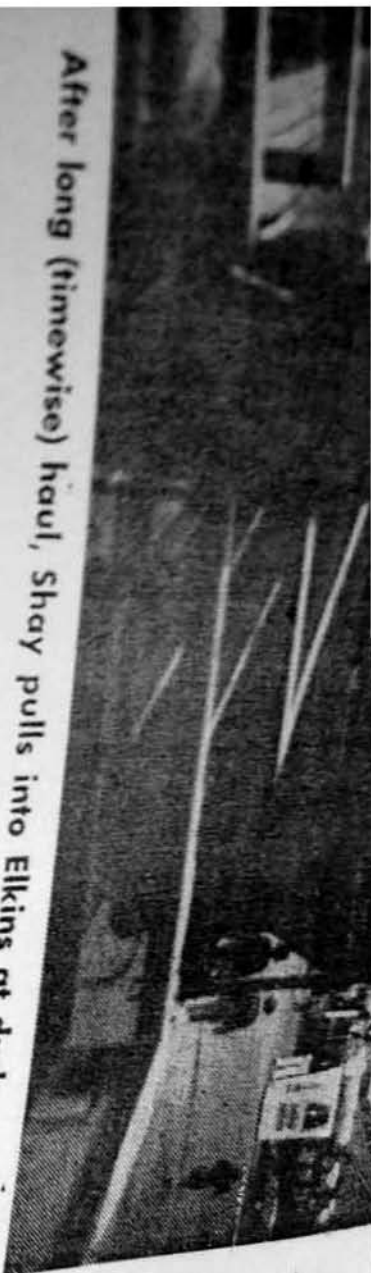
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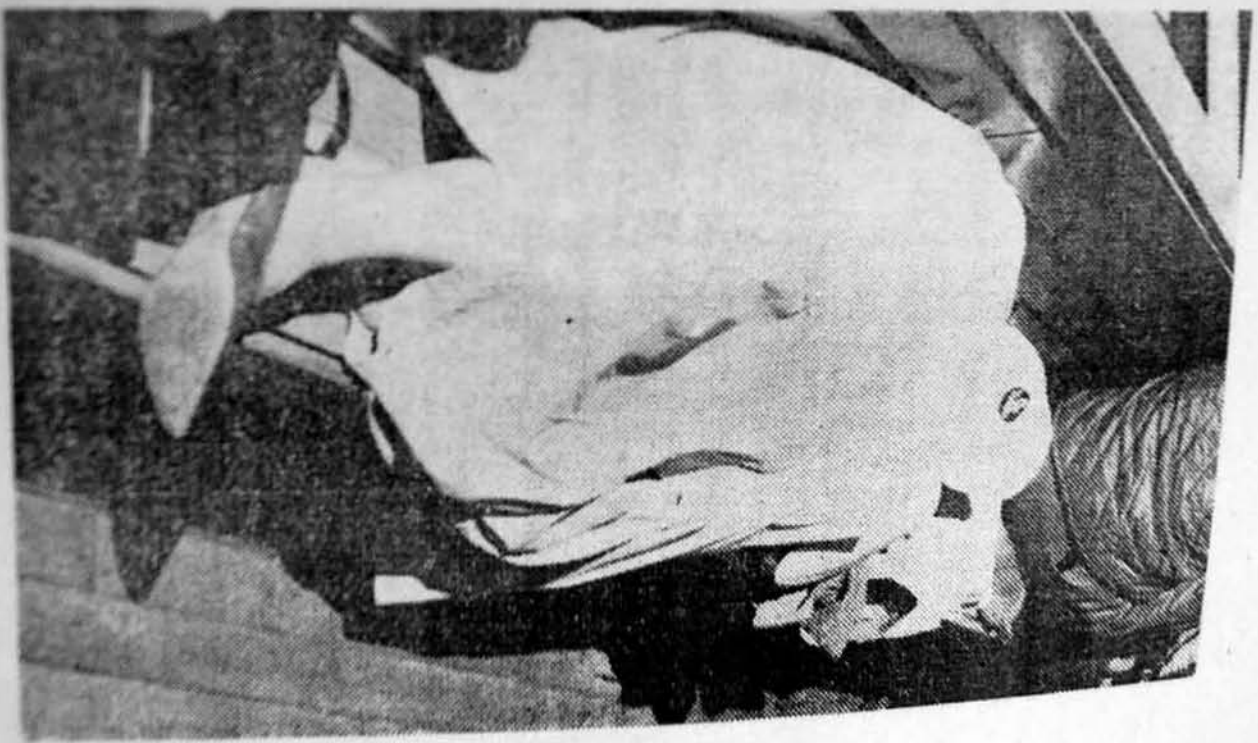
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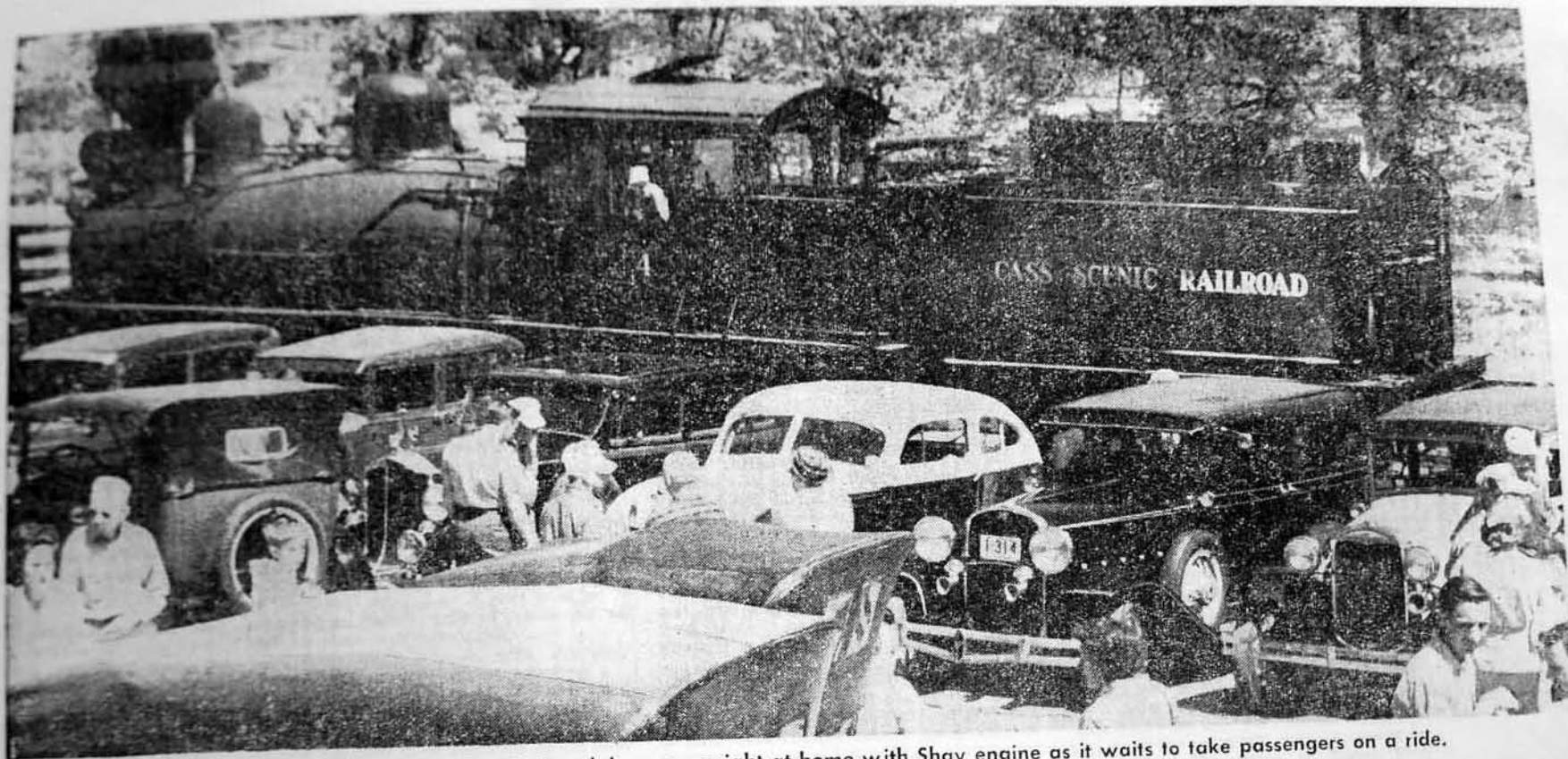
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

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BY WILLIAM C. BLIZZARD

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In 1964, prospects of success and growth were excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mewer Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and \$150,000 (later boosted to \$186,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 74 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \$576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington

newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.

Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"
Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL

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Shay Can You See?

For the first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-work basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.

Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"

Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.



★
FREE ★
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IN **SOUTH CHARLESTON**

*Your choice of two
handsome bonus gifts
for saving at*

**DOLLAR SAVINGS
& LOAN COMPANY**

Spewing ashes and cinders, Shay engine pushes cars up steep grade.



A view from the car shows passengers' view on ride.

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The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

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Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

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It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

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The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

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There currently seems some confusion as to the and relative merit of the proposed purchase of the Lumber Company railroad, Cass, W. Va., as a tourist attraction for tourists.

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In the first instance, prices heretofore reported in newspapers have been inaccurate as the actual investment detail. These costs are based on formal discussions with present owners of the railroad and right-of-way. Investment costs are much more than the figure which the committee would be able to develop the railroad as an outstanding attraction. Any improvement, however, are subject to judgment, depending on how far one would initially carry the development. If, for instance, a railroad is built to the one at Blair or those at other locations, it would be much better. However, we believe

If We Don't Watch They'll Steal Our Centennial

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would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contended, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words, the Republican Party dug up old war issues in order to win votes in the North — and this was deplorable. Indeed it was deplorable. But the good Dr. Chitwood could never see that the South has also been "waving the bloody flag" every minute of every hour of every day of every year since Appomattox. Today they seem to be waving it even harder than ever.

If West Virginia's part in the Civil War was "insignificant," then what about the part played by Tennessee, Florida, Texas, Arkansas and North Carolina? We dare the Centennial celebrations to all those states that their parts were of

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Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre
Wooded Area \$100-\$150 per acre
"Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could secure the necessary land to develop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other state contributed. Furthermore, West Virginia gave great leaders to both sides.

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However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and public

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers which it will appear, an

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Sometimes we feel that we
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have been born in a State which
is ashamed of its existence; one
which has no honor, loyalty nor
fortitude; one which teaches its
children to be ashamed of it and
all but directs them to leave it.

Tail-endism will continue to
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All my love,
"G"

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hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contended, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did

Panhandling

BY JOHN W. BARGER

In spite of any indication, we are going to have a rough winter here in the Eastern mountains. On Sunday, Jan. 11, about a foot of snow fell, and there has been more on the ground and snow on our driveway ever since.

In the morning, on Jan. 4, a strong wind is whipping snow all Allegheny Front across the valley in back of the house. The thermometer was at 28 when it 7:30 and has dropped to 22 in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the line in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have hardened; tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

In other words, we're sick and tired of this weather and already look forward to the coming of spring.

Reads The Letters

One department of every publication that we always read is the "Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

The capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

date them.

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of \$8.00 per

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat-cars (plus stock and parts) -----	\$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob -----	25,000.00
Improvements of railroad and rolling stock -----	80,000.00
Park area on Bald Knob -----	25,000.00
Other improvements (station, engine garage) -----	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc. -----	40,000.00
TOTAL -----	\$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ton to the state, thereby requiring \$196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .01-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an

average of 70 passengers per day. The cost to each passenger would be \$3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

COST OF FIRST SUMMER

Personnel
Per Week

1—Engineer -----	\$ 84.00
1—Fireman -----	72.80
1—Brakeman -----	67.20
1—Conductor -----	67.20
4—Laborers -----	257.60
1—Clerk -----	40.00
1—Supervisor -----	100.00
10 -----	\$688.80
Coal (24 1-2 tons at 8.00) -----	196.00
Material and Supplies -----	200.00
Minor Repairs -----	39.20
Insurance -----	130.00
Food -----	130.00
TOTAL -----	\$1,254.00
Less: Income -----	
70 persons per day @ \$3.00 -----	1,470.00
per person -----	1,470.00
NET -----	\$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

Winner of the Seventeenth Summer Literary Competition

...and the post
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The Letters

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sidered by the State in estab-
lishing a value would be the
number of persons to be em-
ployed, and the aid to small
local businessmen such as hotel
owners, service stations, rest-
aurants, stores and the like. Of
course, any aid to business such
as these have a direct relation-
ship to the economy of the
State which would be derived
in the form of Consumers' Tax,
Business and Occupation Tax,
gasoline tax, hunting and fish-
ing fees and the like.

...The State of West Virginia
has at its disposal in the area
of the Cass railroad the herit-
ages which have been the trade-
mark of West Virginia in the
past and also those that are
playing an important part in
the future of the state. The
heritage of the past—an 1880
model steam locomotive lum-
bering up the side of a moun-
tain to a peak unequalled in
height by any railroad in the
eastern United States. And just
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JACQUELINE REED

*The Morning Side
of the
Hill*



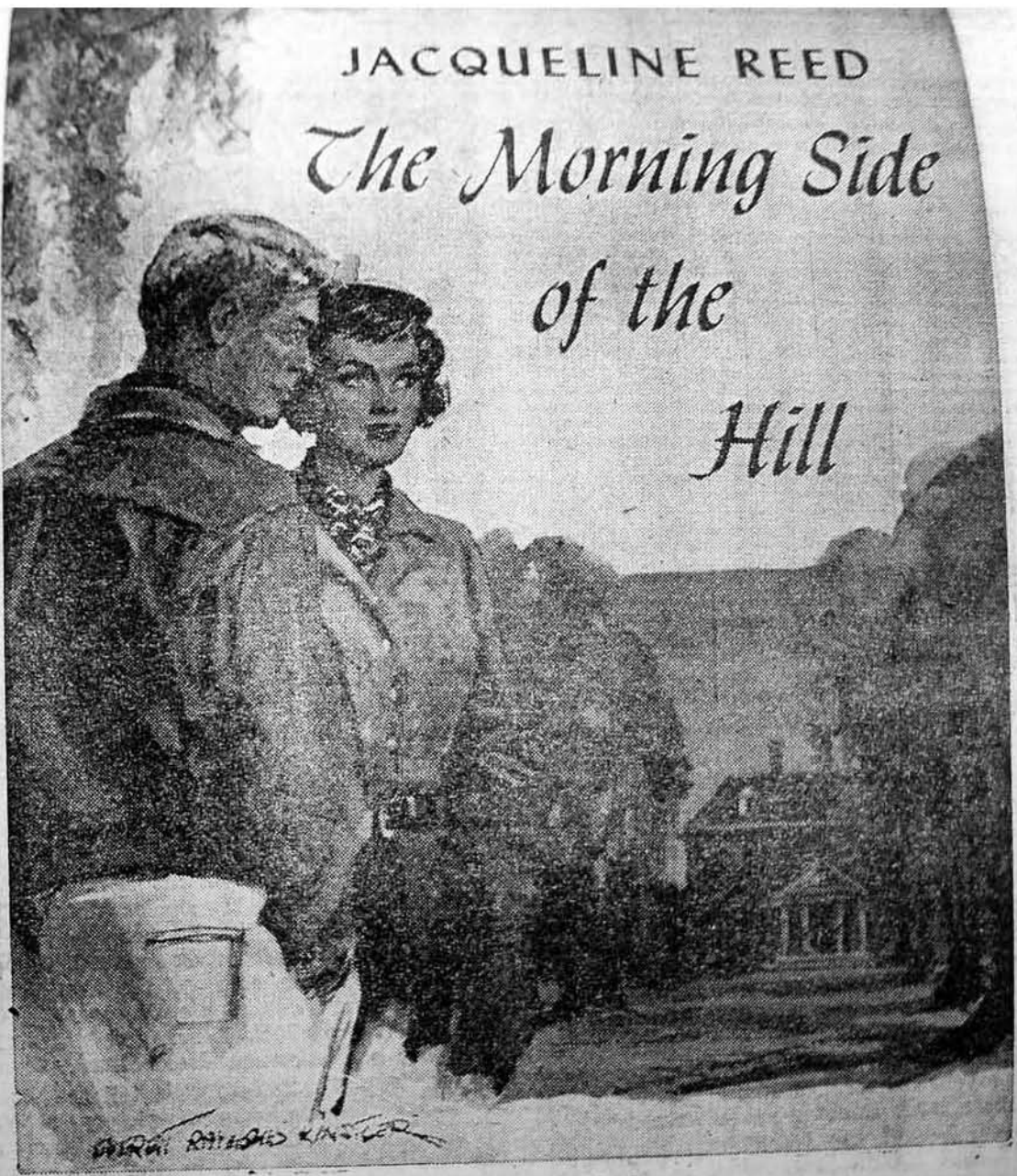
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Commercials

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me in an elevator and the
other for Pontiacs where the
two power shovels have a dis-
cussion of the car's fine points.
Most TV commercials are dull
and insane, apparently aimed
at a three-year-old mind, judg-
ing from the reaction of our
Betsy. But the two we have
mentioned might even sell chow
mein and Pontiacs.



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Preview of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

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To Decide Su

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Narrow streets, houses.

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

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If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past

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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ridge to ridge, of the "skidder boys" who tooted the steam whistles to signal the hookers on the other side of a deep valley and whose vision was sometimes obscured by low hanging clouds.

Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

Spokesman for the only state that can own an up hill railroad.



The WEST VIRGINIA

Hillbilly

SINGLE
COPY
25¢

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

Save The Train!

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the House-Senate group. It gives you pictures that a Virginia railroad fan took. It gives you a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

Keep this issue as either a souvenir of West Virginia's backwardness or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.

Legislative Report

(From The Charleston Gazette)

Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$264,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond cark locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Mowbray Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-

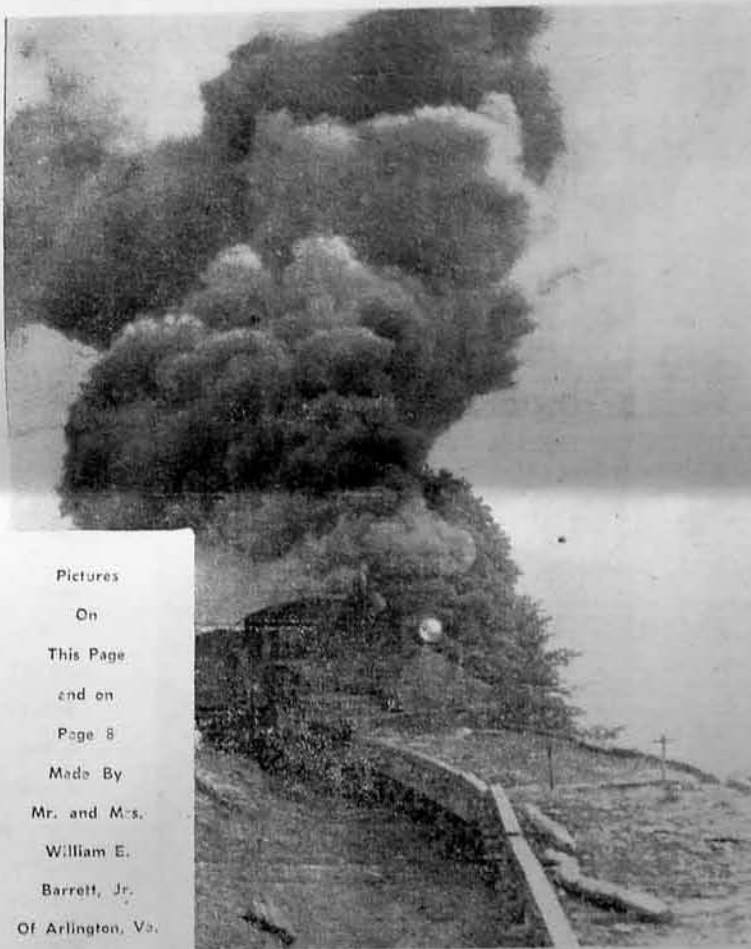
(Turn to Page 14)



There she stands, Mr. ready for the howl north, ready for the howl deep. Anyway you look at it, it is and blowing away a past that can be re-created to the sound of a symphony even register.



Who little train, looking to you for the howl north, ready for the howl deep. Anyway you look at it, it is and blowing away a past that can be re-created to the sound of a symphony even register.



Pictures

On

This Page

and on

Page 8

Made By

Mr. and Mrs.

William E.

Barrett, Jr.

Of Arlington, Va.

Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Comstock:

Enclosed are a group of pictures I took on the trip Saturday aboard the "Legislature Special". Please return these with the rest after you have used them.

If the proposal with the legislature falls through the wrote on Sunday, October 30 today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

that I found out my info on the Tweetsie.

I was probably instrumental here several years ago in helping to get the idea started. With subsequent trips with the EBT from the Tweetsie to purchase equipment from the EBT at cost, I think the idea was blossomed and then trips and discussions with the Tweetsie man finalized the decision. Mr. Wilburn to convince the owners of the railroad, Kovalchick Salvage concern, in Pittsburgh, to follow through with the EBT. Mr. Wilburn was up until the line was officially abandoned (track was never torn up though) and still is the Operating Vice-President. It should go on a Sat. or Sun. and next week (the first weekend in November) is the end of the year. You can also compare the multitude of advantages the Cass outfit has over the EBT and

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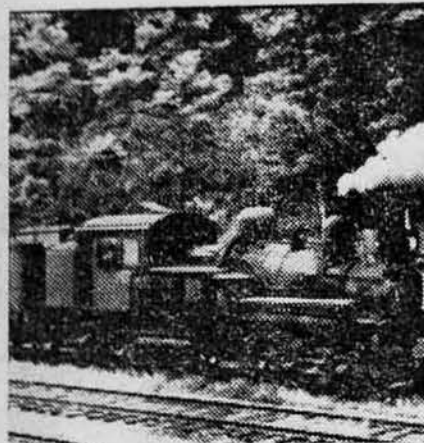
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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-

(Turn to Page 14)

Pictures

On

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and on

Page 8

Made By

Mr. and Mrs.

William E.

Barrett, Jr.

Of Arlington, Va.

Going U

Baum Wr

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509 1011
MARIETTA, OHIO

Spokesmen for the only state that can own an up hill railroad.



The WEST VIRGINIA

SINGLE
COPY
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Hillbilly

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

Save The Train!

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will be a part of the scrap heap.



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Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the House-Senate group. It gives you pictures that a Virginia railroad fan took. It gives you a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

Keep this issue as either a souvenir of West Virginia's backwardness or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.

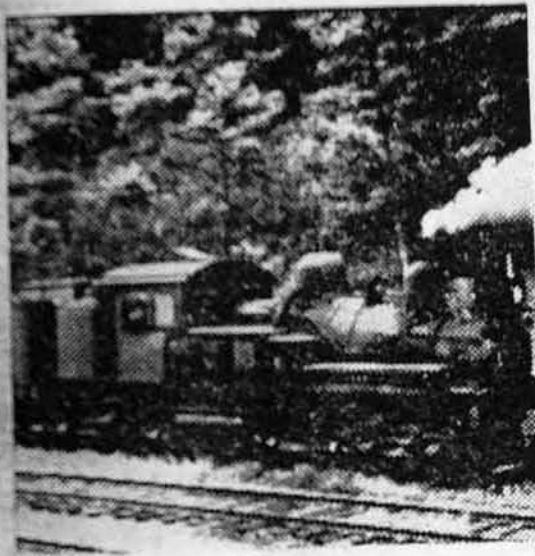
Legislative Report

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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this big fat the new defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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(From The Charleston Gazette)

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Of Arlington, Va.

Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Comstock:

Enclosed are a group of pictures I took on the trip Saturday aboard the "Legislature Special". Please return these with the rest after you have used them.

If the proposal with the legislature falls through (he wrote on Sunday, October 30) today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

that I found out my info on the Tweetsie.

I was probably instrumental here several years ago in helping to get the idea started. With subsequent trips with the man from the Tweetsie to purchase equipment from the EBT at cost, I think the idea finally blossomed and then trips and discussions with the Tweetsie man finalized the decision of Mr. Wilburn to convince the owners of the railroad, Kovalchick Salvage concern near Pittsburgh, to follow through with the idea. Mr. Wilburn was up until the line was officially abandoned (track was never torn up though) and still is the Operating Vice-President. We should go on a Sat. or Sun. and next week (the first weekend in November) is the end for the year. You can also compare the multitude advantages the Cass outfit has over the EBT and

(Turn to Page 8)

Let's Save the Railroad!

RUSSELL BAUM MAKES PLEA
FOR "EASTERN" PRESERVATION

From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber"? How many people have gone through an honest to goodness saw



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



Brakeman Barclay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go that down the years. It will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

itage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

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Last year in Longview, Washington, I went through the Weyerhaeuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

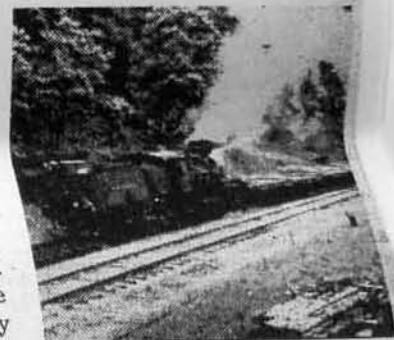
We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1881, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



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The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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Russ Baum



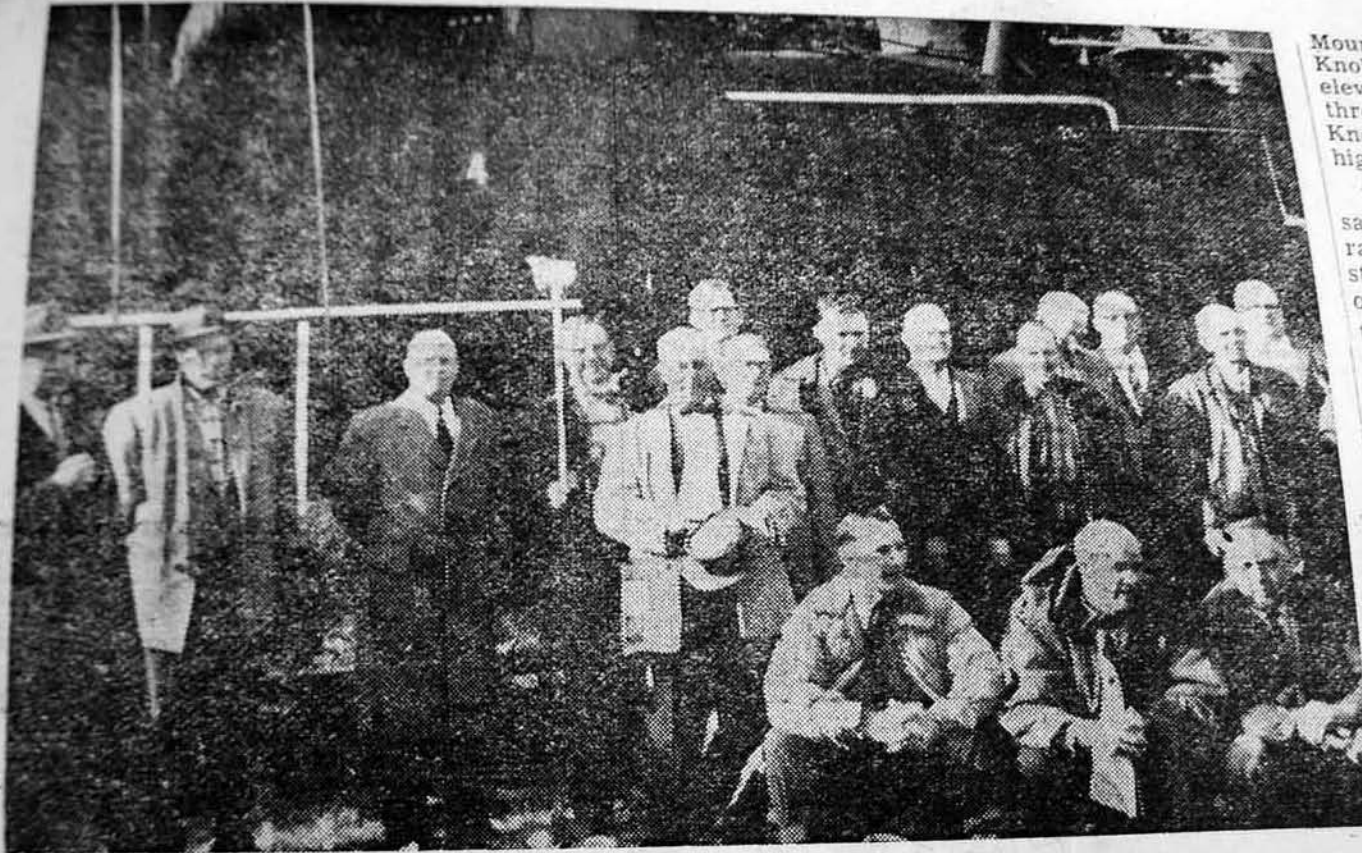
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Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in the state. Any suggestions along this line from readers?

NOVEMBER 12, 1960



Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet hi is within the cavern near railroad.

THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yokē, T. G. Matney, and Herb Schupbach.

Cass Train Report

(From Page 1)

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Co-Chairman Harry R. Paul-

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Co-Chairman Harry R. Pauley (D-McDowell) pointed out that the Government and Finance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

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Between sessions of two legislative committees Sunday, West Virginia senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D-McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Run up Cheat

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase.

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.

Lane expressed only mild enthusiasm for the development

of the Cass line but told the committee that his department would be glad to operate the scenic line if the legislature followed the committee's approval and "give us enough money to run it on".

Listing some of his objections to the project the Conservation Commissioner noted that the town of Cass was almost inaccessible to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a siding and the Cass Railroad would

be in business, at a fraction of the cost estimated by Director Lane.

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down".

"We propose to hold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to the West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.

Person to Person

R. E. Mathews of Weston will receive Hillbilly for the next 52 weeks with the Christmas at the invitation of WOR to tell tv and radio audiences of the Manhattan area why Hillbilly is more than a caricature.

Mahr's Speech

Page 5)

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want to get and don't want to
lose—let's put our money there
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ies to stand up in a classroom
and call the roll. We shall vis-
it each other's campuses and
learn about each other's prob-
lems and strengths first hand.
I get tired of hotels—but never
of campuses. We shall help each
other. First we must sell, even
more than we have, the values
of higher education to the peo-
ple and their leaders—make
absolutely clear its indispensa-
bility to the State, to the Na-
tion and to youth in the second
half of the 20th century. We
shall join in encouraging in-
creased corporate giving to
higher education and in edu-
cating all our alumni to the
fact that their own education
whether public or private, was
heavily subsidized. Together we
have avenues of approach to
foundations, corporations, legis-
latures, churches and individ-
uals and groups of all kinds
that we may not have sepa-
rately or alone.

We shall endeavor to explode
the fallacies in the public mind,
such as that tax-assisted insti-
tutions don't need private sup-
port, that voluntary contribu-
tions to public institutions re-
duce contributions to other in-
stitutions, that private institu-
tions can survive by just keep-
ing on raising tuition, that pri-
vate institutions suffer unfair
competition from low fees in
tax assisted institutions. All of
these are sheer nonsense. Let's

scholarships. We are about to
set up a joint statistical service
and joint efforts in fund-rais-
ing. We hope to work more
closely together increasingly in
the highly important field of
adult education.

Agreement for the state with two Universities.



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The WEST VIRGINIA Hillbilly

VOL. III NO. 15

MARCH 18, 1961

RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who will be necessary to take care of visitors. That somebody is, first, the Governor of West Virginia. He doesn't like it because if he did it to chugging up to the top of Old Baldy with a cargo of free-spending, fun-loving tourists. There's somebody that doesn't want to put the unemployed people of Cass to work running a little railroad, to building a large tourist camps that of the West Virginians by a

great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad. The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted until they get together. So there was a kind of compromise.

Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it. That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia who would like to have it to attract tourists. But that shouldn't happen and this paper will scripp till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will do. Write to us until we get a good organization to take over

*The Biggest Treasure
in New England!*
MT. WASHINGTON, N.H.

3 1/4 MILES FROM TOP TO BOTTOM!

6293 FEET UP!

**SEE and RIDE
ON WORLD'S FIRST COG RAILWAY!**



This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Lunenburg, N. H. This unique railway, often, three long years of construction, was opened on July 3, 1869 and has operated continuously since that time (except for one year in the first world war and three in the last).

Weather permitting, trains will leave the Base Station every five minutes, clock strikes the hour from 10:00 A. M. to 5:00 P. M., D. S. T. When traffic demands, extra sections are run on the regularly scheduled trips and this causes the trains to get off scheduled. In early June and late September, train runs at 11 A. M. and 2:15 P. M.; others as traffic demands.

... happen in our West Virginia hills?

from there, also watch for a big to live. Let's take what God meeting in the Civic Center or somewhere soon. At this meeting we will have experts on how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go proving around Washington for commutes for its people people.



OF NEW ENGLAND

**MT. WASHINGTON
COG
Railway**

3 1/4 MILES TO THE
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Cashier's something like this

Hillbilly's Salute to The Irish

Time to Start Workin' on

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will be necessary to take care of visitors.

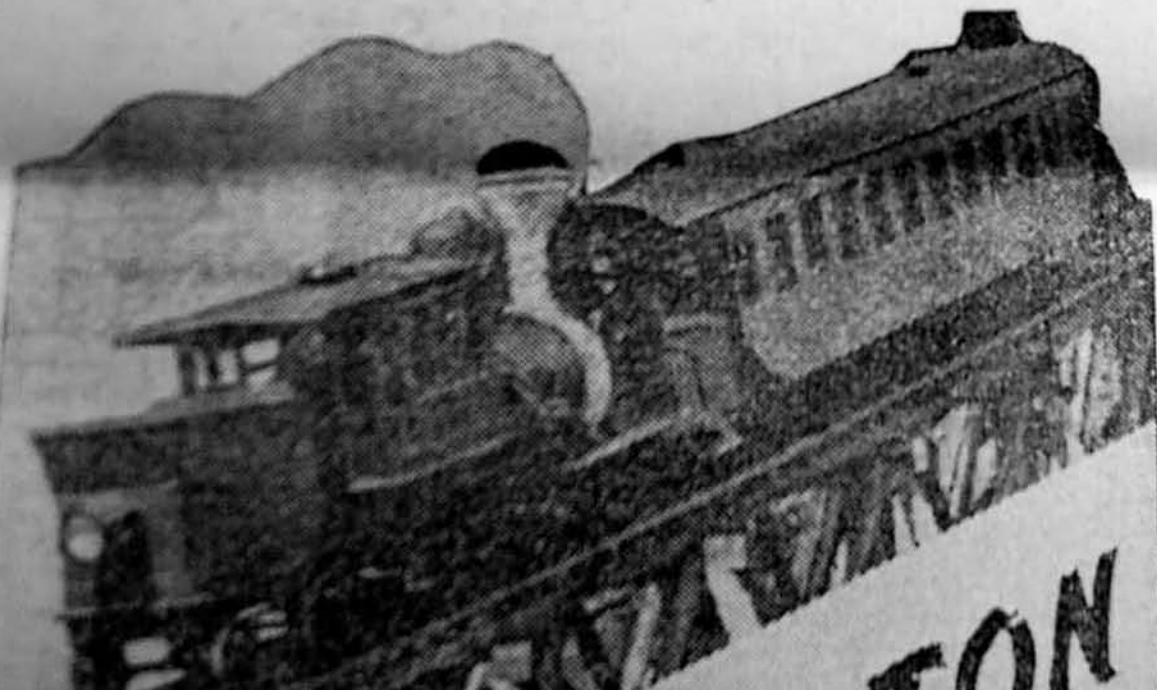
That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

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... happen in our West Virginia hills?

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This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Linton, N. H. This unique railway, after three long years of construction, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the last.

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Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

to The Irish Is on Page 14, B'gora!

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MT. WASHINGTON
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3½ MILES TO THE
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OF NEW ENGLAND

Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and especially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have traveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookville and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durango to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durango is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durango is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling people for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

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The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 diamond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

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The highways for entering Cass

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The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WVa Hillbilly 10/22/1960

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all.

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

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through the mountains and a delegation of legislators could look into the matter of preserving this vestige of glamor for a possible tourist attraction.

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Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling, ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a preview of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods then that committed by this Frankenstein of the forest. I think to myself how that old mill could be kept as a souvenir of a now dead way of providing the world with lumber and how there could be a woodchicks museum assembled and kept there.

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To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE
TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and its track and locomotive was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

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E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE

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a herd of young
field, who exaspera-
him no mind at all
n with the hard-to-
lance of the gender.

man I meet at
El Poco, the ap-
e-in Marlinton, is
himself who is
front of the place
ing why it isn't
is me where Sena-
er is in the motel.
and after a while
Reed comes in
to breakfast, the
ng open and bust-
mouth are Mr. and
and at another
C. Cruickshanks.
y comes in.

and Taxes

introduces me to
fellow by the
ill, who is a tax
to stage at Bill's
passing through
West Virginia.
at story", says
Bill haltingly tells
men telling Bill,
a how President
advises taxes by
Rushung farm to
and then March-
by. None of it is

tion. And there are others. Dick
Bowman, whom I know and Dr.
Frank Callendar of the Green
Bank observatory. "Meet Dr.
Phillip Newell", somebody says
and I shake hands with a sub-
scriber whom I have heard
much about but had never
met.

Strangely enough I learned
about Rev. Newell, Presbyter-
ian pastor at Greenbank, when
I went to New York that time
to check the Big City for its
poverty and depressed areas of
people following the dressing-
down that the Saturday Eve-
ning Post gave West Virginia.
One of the social workers there
told me about Greenbank's
Rev. Newell. And others had
told me about him, how he is
known as the Hotrodding Cir-
cuit Rider in a Jaguar. He was
there and so was his Jaguar.
And so were his wife and chil-
dren. I have never met a more
delightful family.

And there were others there
at the station. Tom Edgar, for
instance. Tom is running for
House of Delegates (Democrat)
from Parkersburg. He is the
"half man" that Pearl Buck
describes in her chapter on
Hillshire (her birthplace) in
"My Many Worlds". Tom Edgar
lost his "other half", his two

We see loads of steel
the track and I am jolted
the thoughts of how this
and its track will be lik
tain of the natives of
whom the Japanese slew.
the Japs, made each m
his grave and get down
knees at the edge of it, s
when the big knife came
he could be kicked in
his severed head. It's lil
for the kind old stean
motive we are riding.
pull up its track and ha
the bottom of the h
when the job is done
will go for scrap. Un
course, the State o
stay of execution.

Train With Smo

We pass a road
whistle toots a warnin
stops and disgorges its
gers because a train wi
is something to see.
girl waves and I rem
self to read some of
Tom Wolfe and I pro
self I will. Upward w
it gets colder and
Cruickshanks say th
old Comstock is going
to death" and I look
and see that all the
intelligently anticipa
kind of weather and

like and Taxes

perry introduces me to
ger, a fellow by the
Gambill, who is a tax
and who stops at Bill's
then passing through
rt of West Virginia.
im that story", says
Gambill haltingly tells
had been telling Bill,
g about how President
er evades taxes by
in Gettysburg farm to
llen and Clint Murchi-
somebody. None of it is
me, or even interesting.
fellow gets to talking
w big shots play up to
student and he starts
about this fellow who
ted to the White House
w he works the deals
up him on the invite
involved a book, and
y. I think, worthy of
s.

mer Eisenhower spoke
n that he hadn't read
but would give a farm
be a golf course —
s for if anybody could
he said the poem was
oy on the farm, who
and then grew up to
a wealthy man, but
wanted desperately to
to the simple were
he President could
I two lines from the
all he knew.

How who was trying to
Eisenhower didn't say a
in the dinner was

known as a Jaguar. He was
cuit Rider in a Jaguar. He was
there and so was his Jaguar.
And so were his wife and chil-
dren. I have never met a more
delightful family.

And there were others there
at the station. Tom Edgar, for
instance. Tom is running for
House of Delegates (Democrat)
from Pocahontas. He is the
"half man" that Pearl Buck
describes in her chapter on
Hillsboro (her birthplace) in
"My Many Worlds". Tom Edgar
left his "other half", his two
legs, in Europe. There's a
story there, which I haven't
time or room for now. Let it
suffice to say that he was an
officer and he sat in a church
in Germany (?) making plans
for an attack when a bomb came
through the roof and took his
legs off clean above the knees.
Yes, there's a story there be-
cause the officer completed his
plans, gave some orders in con-
nection with them, and called a
driver and had himself loaded
into a jeep and taken away to
the base hospital. Tom Edgar
is indeed a man.

Wonderful People

And I met Dave Bond, the
to-man, and Larry Fellure
(spelling, ough) who is a Uni-
versity of Virginia student and
rallyer. I met Robert Jacobson,
who is running for Prosecuting
Attorney, and who became a
subscriber. And I met Dr. Carl
Frazier of WVU.

we pass a road
whistle toots a war
stops and disgorges
gers because a train
is something to
girl waves and I
self to read some
Tom Wolfe and I
self I will. Upwar
it gets colder
Cruickshanks say
old Comstock is
to death" and I
and see that all
intelligently ar
kind of weather
ed in fitting g
Bowman has e
pated my dum
brought along a
like thing which
and which shro
mummy's bandag
had it so good.

John Killoran
me and I say
"John" and Jo
and good. "Thi
steep railroads.
are told in per
of one inch p
is one perce
Now most Mal
from one and
percent. Some
not Main Line
percent. But
one is nine pe
of that, nine

I don't notice
ward because
do notice the
splendor is to
sides and back
roller with a

works to deal
him on the inside
with a book, and
think, a worthy of

Flaethower spoke
at he hadn't read
would give a farm
if anybody could —
if the poem was
in the farm, who
then grew up to
healthy man, but
desperately to
the simple ways
President could
times from the
all he knew.

who was trying to
wer didn't say a
the dinner was
to a phone and
a book stores in
the fenced the
each of them and
discussions price to
is could find in
as found after a
of the man that
the phone to fly
Washington and
in time after the
while he say to the
on, by the way, I
to there with me
I has that poem in
wanted . . .

through the roof and took his
legs of clean above the knees
yes, there's a story there be-
cause the officer completed his
plane, gave some orders in con-
nection with them, and called a
driver and had himself loaded
into a jeep and taken away to
the base hospital. Tom Edgar
is indeed a man.

Wonderful People

And I met Dave Bond, the
iv-man, and Larry Fellure
(spelling, ugh) who is a Uni-
versity of Virginia student and
railfan. I met Robert Jacobson,
who is running for Prosecuting
Attorney, and who became a
subscriber. And I met Dr. Carl
Frazier of WVU.

The train is ready to go into
the mountains and give the
legislators and all others who
wish to take the trip a preview
of what kind of ride a tourist
can be taken. If it isn't too
crises to speak of taking tourists
for a ride. There is a caboose,
or personnel car for the weak,
and an open-air, side-railinged
log car for the sturdy. We all
go upstairs for the first shank
of the journey.

From the very start the ride
is upward. In a minute or so
we are past the old tower
which has sawed its last log
and we pass up the old rail-
road stubs that has also
been studied that has the

had it so good.

John Killoran
me and I say,
"John" and John
and good. "This
steep railroads.
are told in perc
of one inch pe
is one percent
Now most Mair
from one and
percent. Some
not Main Liner
percent. But I
one is nine pe
of that, nine I

I don't not
ward because
do notice th
splendor is to
sides and bac
valley with a
Now we come
and Russell B
the whole th
remember if y
past two pape
tell me somet

Switch

"There is
switch-back
States. This h
climb the hill"

is being demon
gine pull ahead
track is switch
is pulling fast
And this isn't
because the wh
red all the m

the price of them and
 such of them and
 dubious price to
 could find it
 as found after a
 of the man char-
 the plane to fly
 Washington and
 of time after the
 the to say to the
 h, by the way. I
 to have with me
 has that poem in
 and . . .

the from Cost

in sense in taking
 so we double up
 and we are
 is a crowd about
 a narrative which
 and simple in
 action. I see fresh
 the crowd and now
 we is, first as al-
 a sharp angle is
 in Kollmann, I the
 with, who has been
 out for the town's
 a cover and in other lines

legislators and all others who
 wish to take the trip a prevue
 of what kind of ride a tourist
 can be taken, if it isn't too
 crass to speak of taking tourists
 for a ride. There is a caboose,
 or personnel car for the weak,
 and an open-air, side-railinged
 log car for the sturdy. We all
 go open-air for the first shank
 of the journey.

From the very start the ride
 is skyward. In a minute or so
 we are past the old Mower
 mill that has sawed its last log
 and we pass up the old rail-
 road skidder that has also
 yanked its last log from the
 hills beyond, but that is no
 doubt good because there was
 no greater rape of the woods
 than that committed by this
 Frankenslein of the forest. I
 think to myself how that old
 mill could be kept as a souvenir
 of a now dead way of providing
 the world with lumber and
 how there could be a woodchuck
 museum assembled and kept

the whole t
 remember if
 past two pa
 tell me som

Swi

"There is
 switch-back
 States. This
 climb the h
 is being den
 gine pull a
 track is sw
 is pulling
 And this
 because th
 ard all th
 so minute,
 smokestack
 like dirty
 head cover
 hood, and
 chels or
 find. The
 very disti
 ty at the
 ful to too
 backdrop
 more disti

Chickened Out

sends along this will find enclosed a . . . Bison, S. D. telling . . . d. Thought perhaps . . . per. This man left . . . h many of the old

he visited recently . . . some state, West Vir- . . . res with his brother . . . to give financial aid . . . d. The two men have . . . a half million dol- . . . he Clarkson Medical . . . t Belle Fourche, the . . . wing of the Dorsett . . . the Aged at Spear- . . . d Peoples' Home at . . . the Bennett-Clark- . . . al in Rapid City, a . . . Fund to South Da- . . . llege at Brookings, . . . Hills Teachers Col- . . . arfish. In apprecia- . . . s interest in educa- . . . nervous contributions, . . . Humanities degree . . . red upon Herbert . . . few years ago, at a . . . ge commencement.

honors have come . . . recent years, but . . . earned the heart- . . . hands of countless . . . have shared in the . . . outy of the Clark- . . . s' generosity in pro- . . . tional and medical . . . and facilities that . . . ed and enjoyed for

at and world-wide . . . Clarkson has visit- . . . America, Europe, the . . . and Mexico twice . . . of a colossal memory . . . Hon. Mr. Clarkson . . . influence of memories . . . (1911) as he sits in his

To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of moun-
tain ash and Dick brings it
aboard and the women squeal
for some to take home as it
stays red in the winter and the
berries don't drop. Dick is the
life of the party now.

I move from place to place
on the train and I meet more
people. Meet Walter Good, I
am told. Walter Good has run a
locomotive on this railroad for
32 years. "I retired last year",
he said. And I am told to meet
Sam Silverstein. I had heard
of him. He had bought the road
for scrap. I expected an old
man with beard. But he is
young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and
asks me if I see. What I am to
see was once the town of
Spruce, a town with 1500 souls,
who logged and made paper
for West Virginia Pulp, and
who repaired the cars and
engines of Western Maryland.
"In the winter of '18 the tem-
perature at Spruce was 45 be-
low". I ask about Spruce now.
What is there? Nothing, I am
told. Nothing, but a building
or two. Another ghost in the
hills.

We reach the top of the hill
and stop. A coal car and some
old box cars are near. There
is the smell of food from one of
the box cars, and I follow my
nose. Inside are pans of chick-
en, kettles of bake beans, pans
of hot rolls. There is talk of
going to Bald Knob, which is
near, and looking down upon
the Pocahontas world of Green-
bank and beyond, but a colored
boy tells me it is time to eat
and I turn down this trip to
pay my stricter devotion to the
culinary efforts of Mr. Silver-
stein's cooks. I sit down with

and arrived at a feast for the
gods . . . and me. They have a
trick too with mashed potatoes
and gravy and coffee, which is
served in enormous tin cups.
It is food that calls for the
purest of devotion and I give
all I've got. And my dinner
companions aren't slouches ei-
ther at putting the stuff away.

Top of Old Baldy

Outside there is talk of this
and that until the return of
those who went to Bald Knob.
I meet Mr. and Mrs. Ted Riffe,
and W. E. Blackhurst, author
of "Riders of the Flood", the
book about this very place, and
his wife. I talk to the various
legislators about the possible
purchase. Senator Reed thinks
the idea is good and Herb
Schupbach is carried away with
it all. Bowman was sold, I
think, before the trip was
thought of. Harry Pauley said
he felt that the state should
own it right to the top of Bald
Knob. Bald Knob, by the way,
is only a few feet under Spruce
Knob, highest ground in the
state. I don't remember what
each one said, but I think
every member of the investi-
gating group saw immense
possibilities for the railroad as
a tourist attraction.

End of the Line

The trip back to Cass was
uneventful. The legislators got
their heads together in the
closed car with the cheerfully
burning stove, and decided to
accept Dr. Callendar's invita-
tion to come to the club room
at the observatory for a little
confab over sandwiches.

That club room is as snazzy
as all get out. Ted Riffe made
a little talk about how glad

Pocahontas was to have
delegation in its midst.
Pauley told how glad they
to be there and said
the following Sunday (30)
the group would . . .
Charleston for a deci-
whether or not the
would be recommended
chase by the state.

The ride back to El
about what a doctor c
would prescribe. Ah
in a field we saw t
takable white bobb
deer's tail. Carl Gain
his Cadillac and w
fascinated as this wi
took the pasture i
stick strides, going
and round about, j
had been told to
good show for them
He too, I think,
purchase of that
it could divert a
tion from him.



Sanitary

Ice Cream

MORGAN

U.S.



to give financial aid. The two men have over a half million dollars. The Clarkson Medical at Belle Fourche, the wing of the Dorsett the Aged at Spear-Old Peoples' Home at y, the Bennett-Clark- in Rapid City, a Fund to South Dakota College at Brookings, Hills Teachers Col-earfish. In apprecia-erous contributions. Humanities degree red upon Herbert few years ago, at a ge commencement.

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and world-wide Clarkson has visit-erica, Europe, the and Mexico twice. a colossal memory, rian Mr. Clarkson adance of memories on as he sits in his r in the lobby of Hotel, watching the s of the land and oves move about

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We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinary efforts of Mr. Silverstein's cooks. I sit down with Tom Edgar and his wife, and Arch Reed and Carl Gainer and Bob Jacobson and Rev. Newell. Whoever the cook is, he knows how to take a dead chicken

those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibilities for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

betimes yearn to share the mountain man's blissful solitude, close to nature?

s With Judge On Hillbilly Decision

r Jennings Ran- guards for Hill- the Washington ipped an editorial Washington Eve- n defense of the hillbilly, and we it on.

ly congru with a Ruark's conten- is a compliment. a dispute, to be hill Judge Ruark.

radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand-and-one other annoy-ances of urban and suburban living, join with Judge Ruark in suloting the hillbilly. It is understandable, is it not, if we

MOUNTAIN

GAULEY

Louise McNeill

\$4.00

Hillbilly Bookshop

RICHWOOD



Sanitar

Ice Cre

MOR



AVA

YOUR FOOD

GREENB PRODU

This announcement is neither an offer to sell nor a solicitation of an offer these securities. The offer is made only by the Prospectus.

New Issue

September 13

OCTOBER 29, 1960

Railroad

d at a feast for the
and me. They have a
with mashed potatoes
and coffee, which is
enormous tin cups.
that calls for the
devotion and I give
t. And my dinner
aren't slouches ei-
ting the stuff away.

of Old Baldy

ere is talk of this
and the return of
went to Bald Knob.
and Mrs. Ted Riffe,
Blackburn, author
of the "Flood", the
his very place, and
talk to the various
about the possible
water flood thinks
good and Herb
carried away with
man was sold. I
re the trip was
Harry Pauley said
the state should
to the top of Bald
Knob, by the way,
foot under Spruce
ground in the
I remember what
and, but I think

Pocahontas was to have this
delegation in its midst. Harry
Pauley told how glad they were
to be there and said that on
the following Sunday (October
30) the group would meet in
Charleston for a decision on
whether or not the railroad
would be recommended for pur-
chase by the state.

The ride back to El Poco was
about what a doctor of tourism
would prescribe. Ahead of us
in a field we saw the unmis-
takable white bobbing of a
deer's tail. Carl Gainer stopped
his Cadillac and we watched
fascinated as this wild creature
took the pasture in his pogo-
stick strides, going in and out,
and round about, just as if he
had been told to "put on a
good show for them legislators".
He too, I think, favored the
purchase of that train, maybe
it could divert a bit of atten-
tion from him.





A remnant of East Cass – once a wild and wooly 'loggers' entertainment zone' – remained until the 1985 flood. This 1976 view of the business district was taken from the west end of the bridge looking towards the original 90-degree curve.



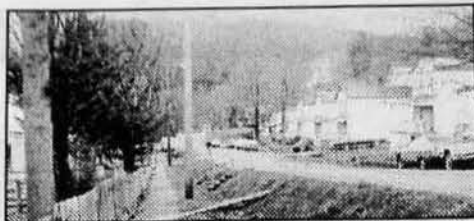
The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodchick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs

It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation. The West Virginia Division of Natural Resources is an equal opportunity employer.

Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going.
Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property – as well as the plant itself – fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handed in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga;
Roy B. Clarkson, McClain Publishing Co.,
Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture – The West Virginia Spruce Lumber Co. – for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel deal' for the mill, railroad and land holdings.

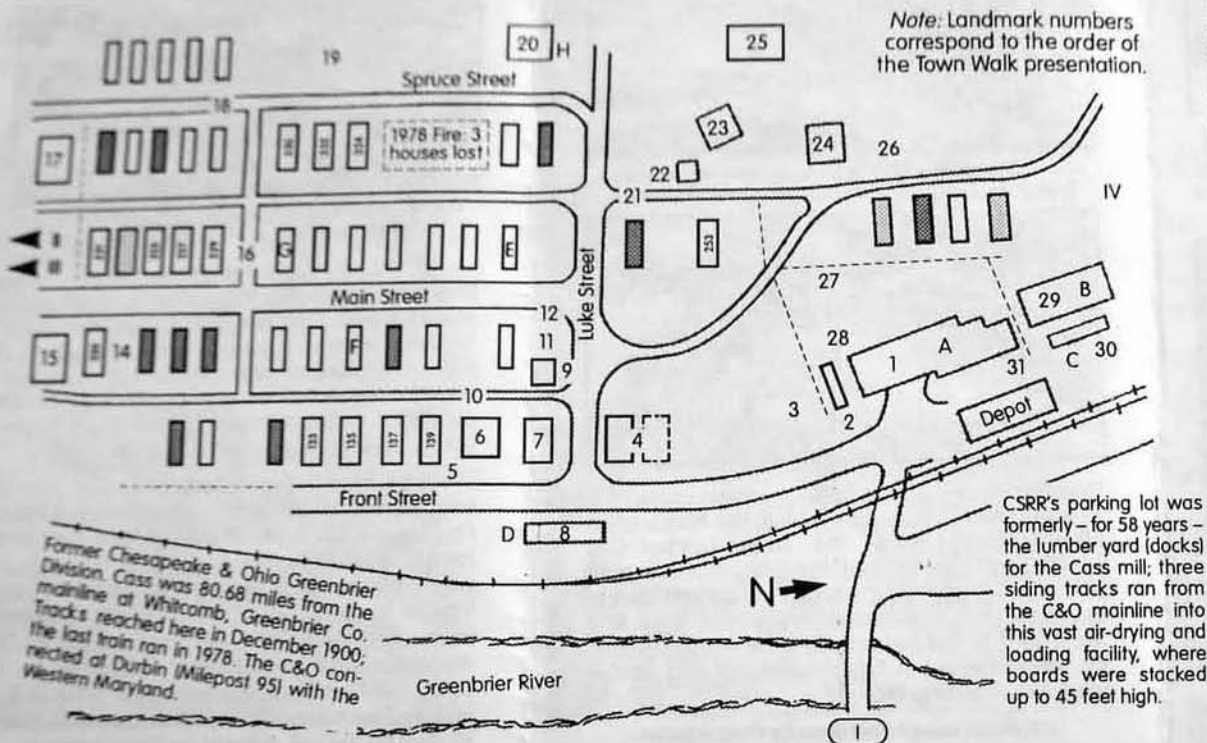
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WVP&PCo.

Cass Scenic Railroad State Park Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908



The 'Big Store' plus specialty shops, 'Museum Row' and more ...

A. Former Company Store Complex
Cass County Store (State Park Gift Shop),
The Last Run Restaurant, Pocahontas County
Tourism Commission Info Stand, Cass Wildlife
Museum, Cass Historical Museum

- B. Cass Showcase
- C. Country Craft Junction
- D. Lefty's Barber Shop
- E. Something Special, Ltd.
- F. Bear Essentials Tea & Spice Shoppe
- G. Westvaco Forestry House Exhibit
- H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrenovated Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroad & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Company
2. S.B. Nethkin Co. Meat Market (now Post Office)
3. Original company office building site
4. Cass Hotel / Mountain Inn / Town Shop
5. Front Row (no street until 1925-26)
6. First church (now Community Center)
7. Masonic Building
8. Latter-era company garage
9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
10. Lower Alley (missing many structures)
11. The Pen ('milking cow jail')
12. Company garage site
13. 'Uptown Cass' – Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street – 'The 'Back Rows'
19. Site of second schoolhouse (1908-1915)
20. General Manager's residence, 1933-1960
21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943
23. Doctor's home, 1902-1943
24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
26. Horse barn stone foundation
27. 'Aerial walkway' inexact replica
28. Site of S.B. Nethkin & Co. ice plant
29. Company hay and grain barn (1919)
30. Company Store retail coal bins
31. Retail coal scale shed

I. East Cass 'logger's entertainment zone' (a.k.a. Brooklyn, Hell's Acre)

II. 'Big School House' (built 1915-16)

III. Slab Town company section – dwellings for subsidiary's extract plant, 1914-1925

IV. Bohunk Hill – once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

rules and regulations are the only sources of restrictions for facility use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass, West Virginia

Version 3.0, 9-96

Late, great shop (1923-72)



Above: The second Cass shop in 1965 at age 42
Below: Five days after the May 23, 1972 fire



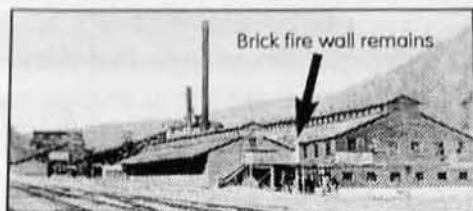
The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

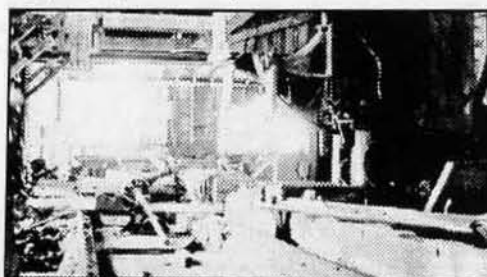
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* – available in brochure form at the depot ticket office – for the park's schedule. All supplementary programs are offered free of charge.

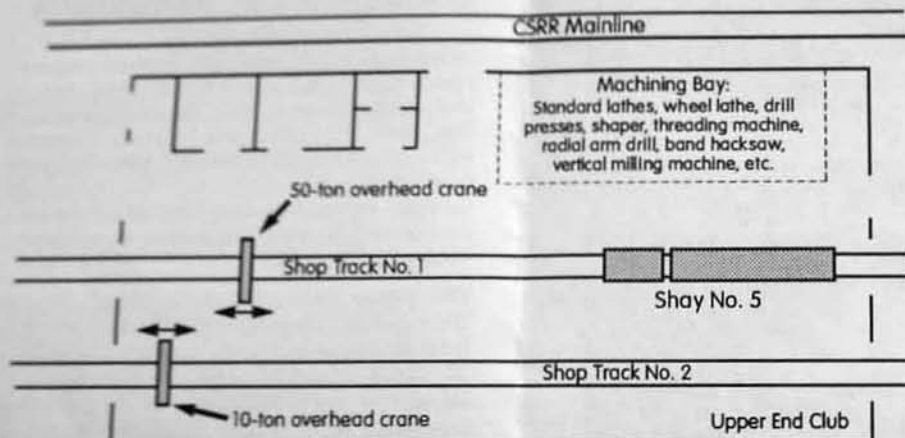
Cass Scenic Railroad State Park
Cass, West Virginia

Version 3.0, 9-98

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

What's
in
the
Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70 tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Heister No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heister of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-of-service since June 1995; needs a new boiler.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Mabon); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Cass Scenic Railroad State Park

Cass, the state's first state park, was established for many years as vice-president of WVP&Co.

On Beyond Leatherback: The Cass Saga. Roy B. Clarkson, McClain Publishing Co., Parsons, 2nd printing, 1994. Turnit On The Mountains: Lumbering in West Company Town: George Deike, Cass: 1989. Cass: A Brief History And Guide To A Lumber

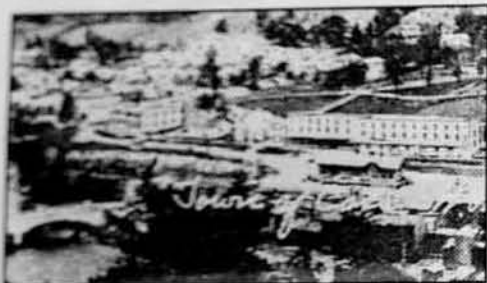
Statement of Policy Regarding The Equal Opportunity To Use Facilities And Participate In Programs It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, or physical handicap.

based on personal research, interviews, and previous town walk presentations.



Photo by Philip Bagdon

The most popular addition to park program offerings, the *Top Of The Morning Tour*, affords a visit to the repair shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Winter Cheat Mountain log camp scene, about 1950



Phil Bagdon Collection, WVU Library

Dinner at a 'portable' Mower Lumber Company camp

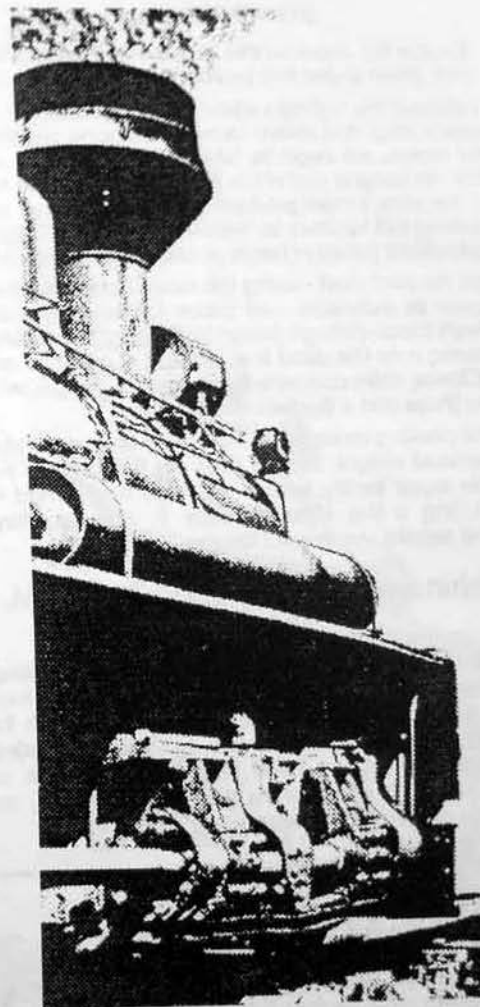
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 – Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for service, we begin by taking a look at the lumber mill, an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

Into the yard itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

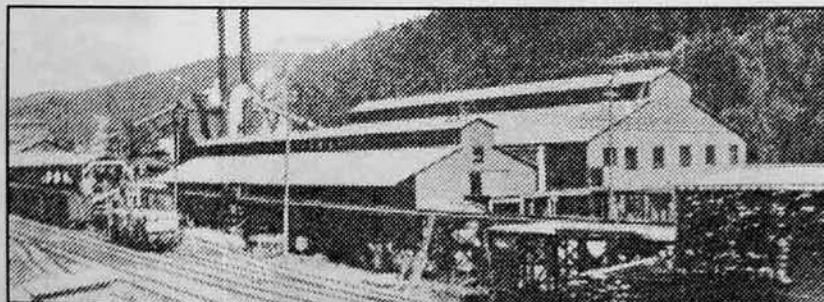
Behind-the-scenes Shop Tour, P.M.

1:50 – Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

11:15 – Saturday

1:15* – Fri, Sun • 2:15* – Sun

5:10* – Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 – Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new rail-logging display at Whittaker Station. To close out the Dinner Train season – and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) – Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 – Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice river-bank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

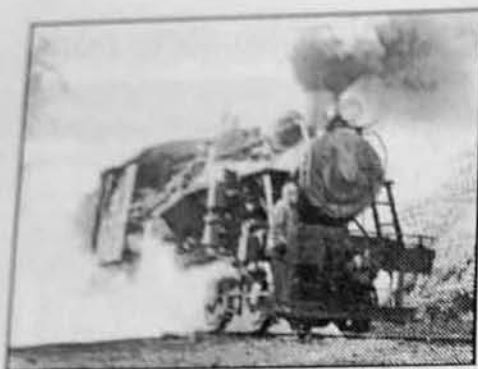


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.



Phil Bagdon Collection, WVU Library

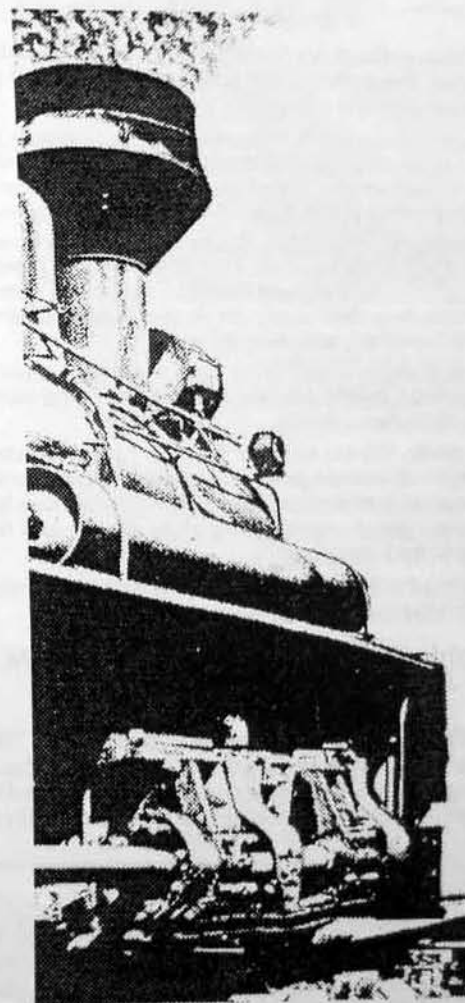
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

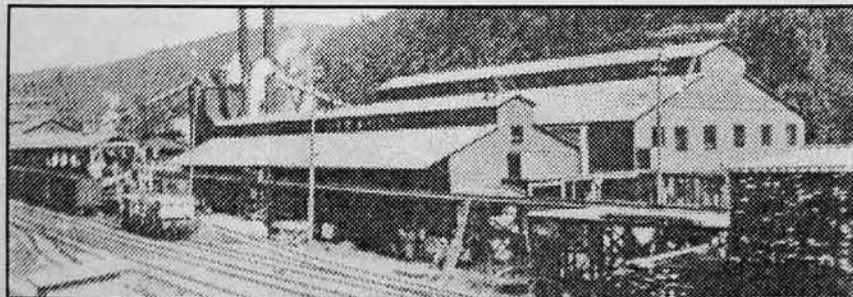
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the once-immense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20-minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co.,
Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

Aerial Log Skidding

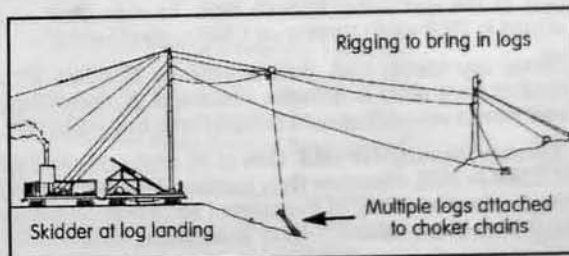


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set north-east of Anjean in June 1956. To the rear is a 'lowside' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

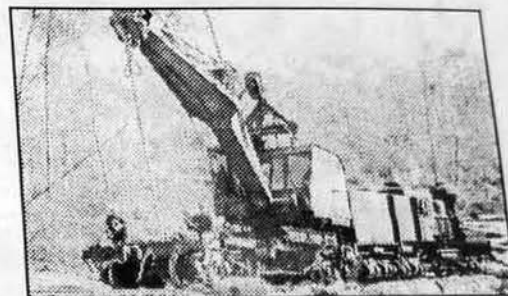
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

The Cass shop commenced work on the camp sets in late 1944; a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3- to 4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

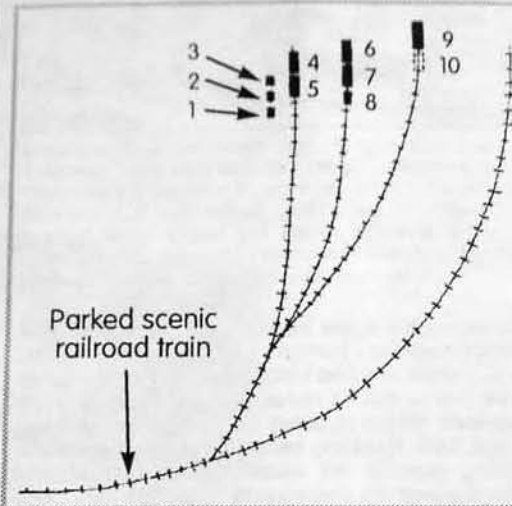
The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.

Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

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For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'log tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Photo by Vincent J. Bagdon

Above: The second Cass shop in 1966 at age 43
Below: Days after the fire of May 23, 1972



Photo by Richard M. Sparks

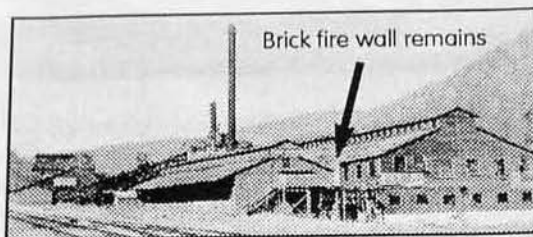
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

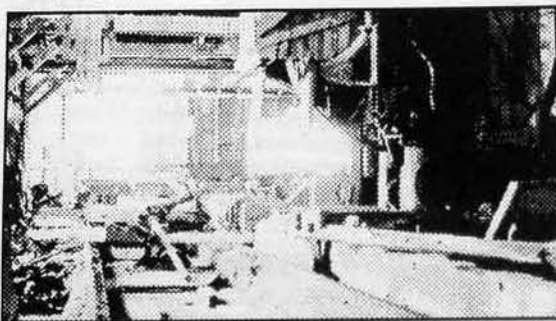
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steam-powered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs

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The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest out-shopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

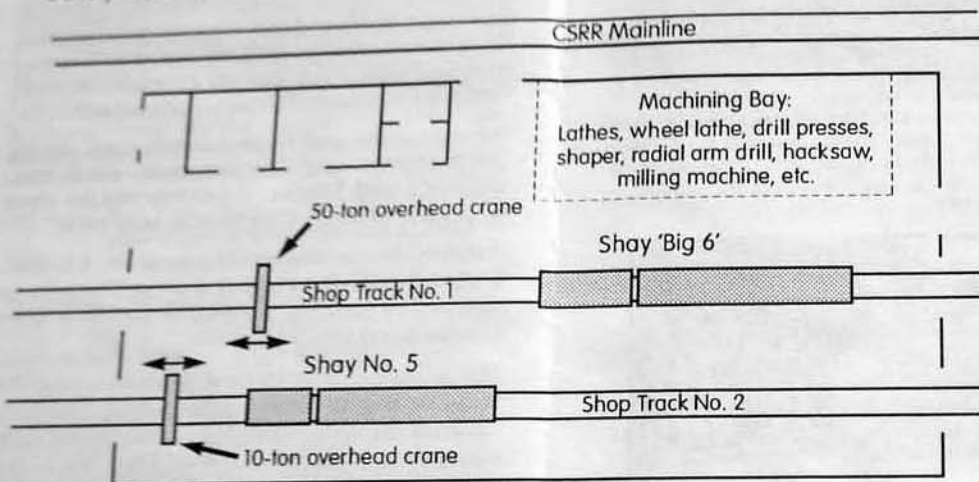
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopen in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton* 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia – first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

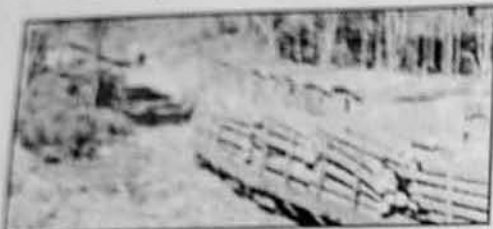
* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains

In brief: The Whittaker Camp No. 1 Display

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in the mid-1940s — possibly on Slide Run.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties — like those above — housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers — such as the filer (who kept the saws and axes sharp) — continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co.,
Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding

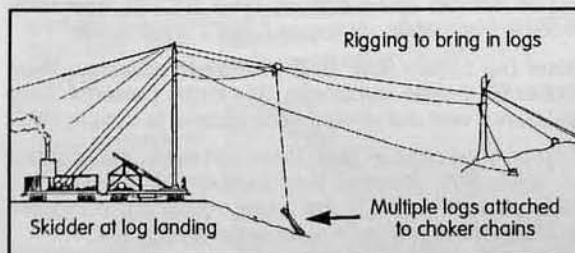


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the company's diesel log loader — which is spotted for fuel resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example — built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader — shown here with the job's Shay No. 5 near Anjean, c. 1955 — is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter — the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park
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The Dead Line

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ass

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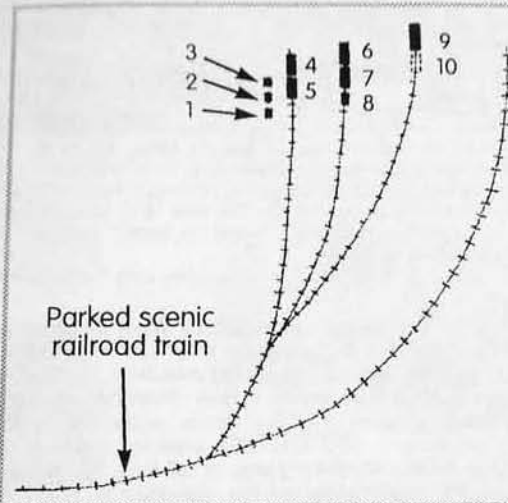
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Phil Bagdon Collection

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Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for

grams
ate Park
96



Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

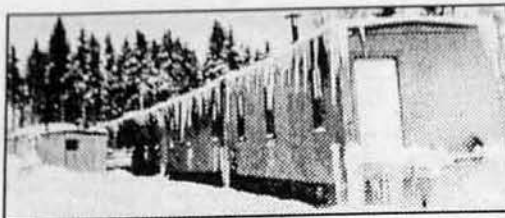
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Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

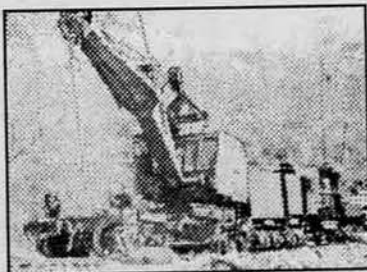


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

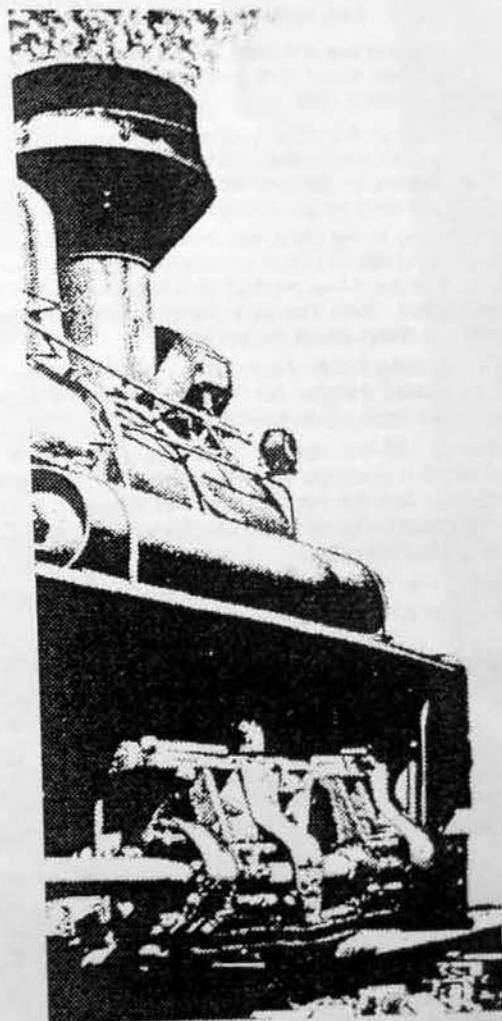
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

The Dead Line

The dead line track came into existence
when siding was extended for

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heister and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

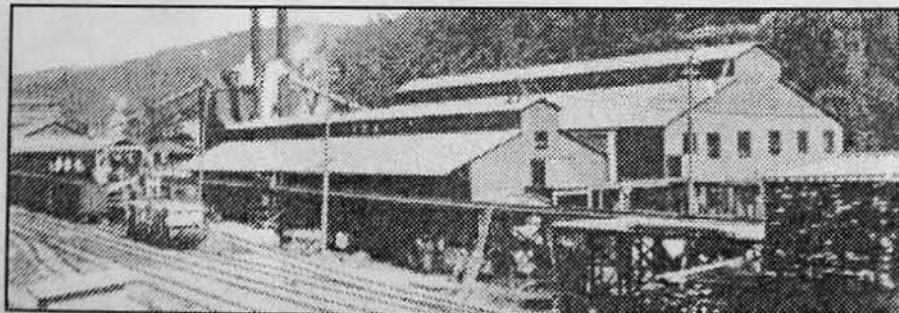
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Dalke



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, half-mile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town, placed in 1981 on the National Registry of Historical Places.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show.

(P. Bagdon photo, 1968)

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. - Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber's dead line where prior to scrapping, No.

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

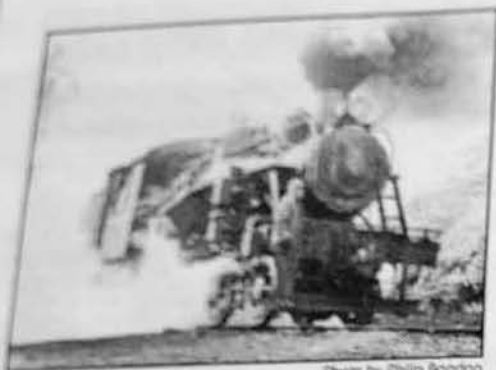


Photo by Philip Bagdon

The latest park program offering is the *Top Of The Morning Tour*. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber 90-ton Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the "true history" is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

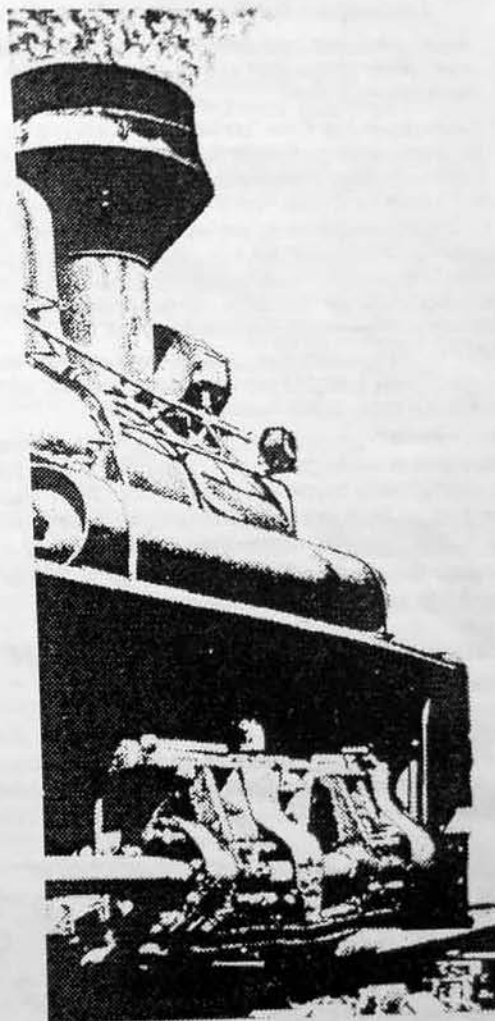
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after a two-year-long heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

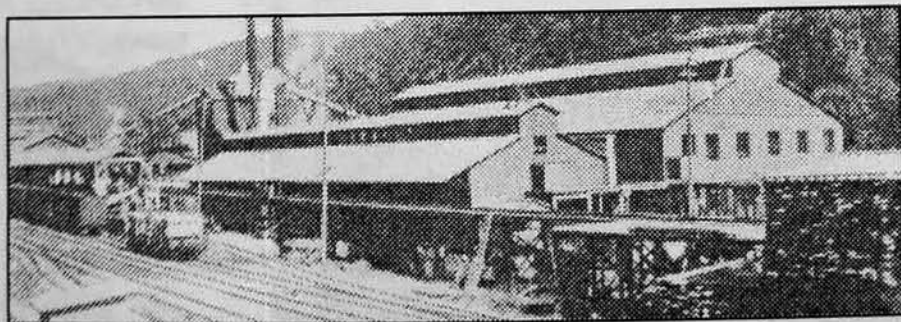
Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 1923 'company photo,' the second lumber mill complex (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Town Walk

1:15* - Wed, Thur, Fri, Sun
4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

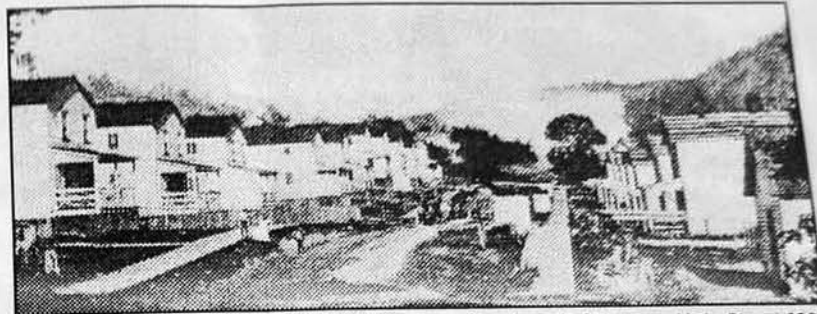
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing 'hardcore gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here - and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

different kind of West Virginia state park



During its short excursion life, Mower Lumber Camp car 419 in May 1970. The car is now part of the Whitaker Camp No. 1 display.

Cars in the Whitaker Camp No. 1 Display

Mower Camp Car No. 419. A Middletown wood, truss roof flatcar (acquired by West Virginia Pulp & Paper Co. for log train service around 1919) fabricated into a bunk car by Mower Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110 (which carried the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1960s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the Diesel log loader at Whitaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber; was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a closed platform excursion car before being retired instead of conversion of wheels to roller bearing.

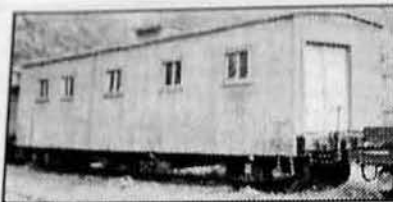
Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this 'bobber' rode the rear of log trains out of Swandale (Clay County) for Elk River Coal & Lumber and successors - W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G.P. Used on railfan charters for several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beefy 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whitaker in 1993.

Sources other than personal research:

Arlie Barkley, George Deike, Danny Seldomridge, Bud Cassell, John Cassell, Red McMillion, Darren Seldomridge, Wayne Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer



Ex-Mower Lumber Co. kitchen car No. 417 on the upper shop lead, August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad Equipment Roster (All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car' (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses - 30-foot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O. Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996).

Version 2.0 • September 1996



Log Cars

Mower Lumber Wood Archbar Flatcar. There were over 200 of these 40-foot wood flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday; Mower Lumber Co. (1942-1960) operated a reduced-size fleet. Part of the original excursion train (Closed Platform No. 3) and the only extant Cass log car, it is currently spotted on the old company store lead in Cass awaiting restoration.

Meadow River B-series skeletons (13 including Whittaker Camp No. 6). A total of 22 of these steel 40-foot log bunks (homemade) donated by Meadow River Lumber's successor, Georgia-Pacific, in 1972 - with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-13, B-14, B-21, B-23, B-25, B-30) brought directly to Cass and 8 (B-2, B-3, B-7, B-8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank. See excursion cars for 9 cars converted for excursion service. Today, B-11 and B-30 are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climax boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptations - E-31, E-32 - began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize 'long tree' loadout). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordnance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' ("OB" and "OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane in addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 "Fredon"); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusty and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, B-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

9:00 daily except Tuesday and Wednesday

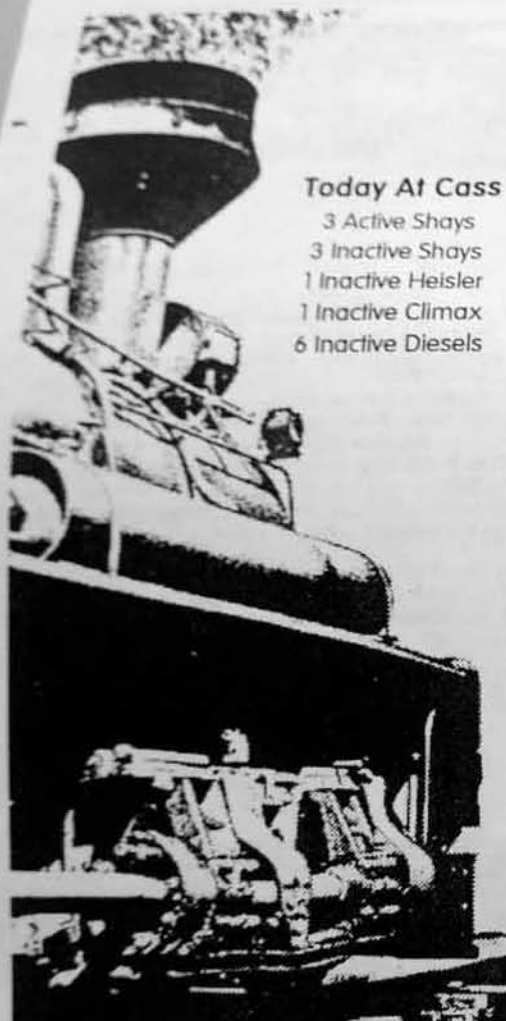
Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

...the Cass Lumber mill, once one of the

4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun
Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the



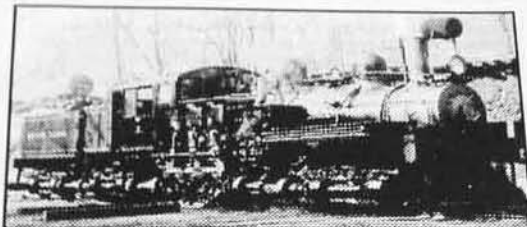


Today At Cass

3 Active Shays
3 Inactive Shays
1 Inactive Heisler
1 Inactive Climax
6 Inactive Diesels

CSRR brochure art, 1964-67

Sources other than personal research:
Artie Barkley, George Deike, Danny Seldomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

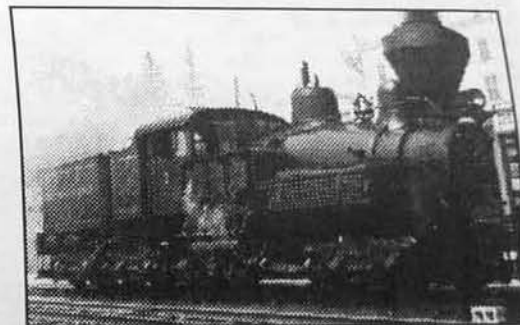
GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. It was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham County R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad Locomotive Roster (All-time)

by Philip Bagdon
Seasonal Historian, 1996
Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

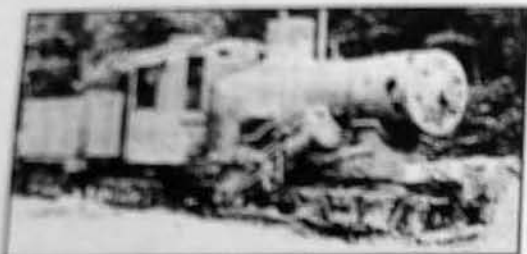
Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

* Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 • September 1996



Climax No. 8 shortly after its arrival, July 1971.

Shay No. 8 (c/n 1803, 1928). 80 tons; came to Cass new for the Greenbrier & Elk River, West Virginia, Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, this was impossible when the State acquired the railroad in 1962; after repair, it was put into service three years later; currently out of service for a flue sheet replacement; it will be back in service for May Railfan Weekend.

Shay ("Big") No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" (in its original, 154-ton 3-truck form) – were used as foundational design; worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 9% ruling grade) for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting; fired up and tested on 9-21 and 9-24 (first run up mountain); it will run this fall, at least periodically.

Out of Service Steam Power

Heisler No. 6 (c/n 1591, 1929). 90 tons; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967.

then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service on Bald Knob Inaugural Weekend (May 1968); out-of-service since 8-95; needs a new boiler.

Shay No. 7 (c/n 3131, 1920). 70 tons; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



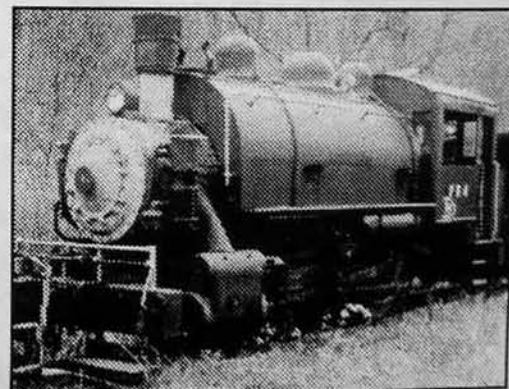
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.

Locomotive fuel oil cars, CSRR 219 and 220 on the ready track 4-75

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line SBVRR 100 is parked at White...

CASS HOMECOMING 1998 11th Annual

The community of Cass welcomes you to our 11th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committee. Your suggestions and contributions are greatly appreciated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and comments can be referred to any member of our committee:

Darrell Turner - President

Katrina Defibaugh - Treasure

Cathy Ribble - Secretary

Terry Ribble

Lefty Meeks

Dan Defibaugh

Wanda Halterman

Stan Beafore

Dave McMillion

Lisa Hubbert

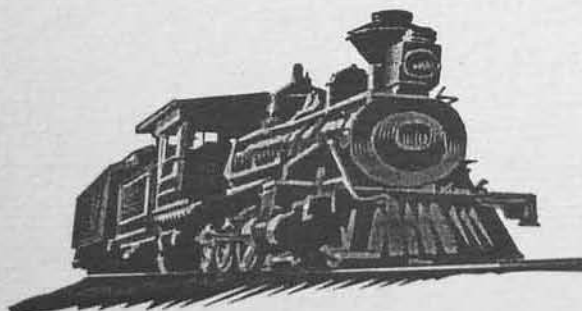
Gail Vanderander

Joe Warder

Tonya Warder

Brenda Thomas

Mary Perkins



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POCAHONTAS COUNTY
TOURISM COMMISSION
1-800-336-7009

**11TH ANNUAL
CASS HOMECOMING 1998
AGENDA
June 24 - June 28**

- June 24** **Pageant for Prince & Princess** 7:00pm
Cass Fire Hall (age's 5-8)
- June 25** **Prize Games Free for all ages** 7:30pm
Community Center (Donations excepted)
- June 26** **The Great Cake Walk** 7:30pm
Community Center Parking Lot or Fire House in case of rain.
- June 27** **Registration**
10:00am -3pm Fire House
*** You must register to receive a dinner ticket***

Start the day of fun for the young and the young at heart
Located at the Fire House

Pet Show 10:00am
With small household domestic pets

Games 10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons
Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar 10:00am
Fire House (set up 8:00am)

**Antique Car Show and
Fire Truck Display** 11:00am
Fire House

The Second Annual Cass Parade 1:00pm

Magic Show 2:00pm
Puppet Show (following the Magic Show)
Community Center

Registration Table will Continue 4:00pm-6:20pm
Community Center

Crowning Ceremonies of the Queen and King 5:00pm
Community Center

Dance Live -Music 7:00pm
Bigger and Better

June 28 **Church with Gospel Sing** 10:00am
Cass Methodis Church
Final Registration 11:00 -12 noon
Community Center

Buffet Dinner 1:00pm

* Don't forger to bring your dinner ticket or you will be charged \$5.00*

West Virginia Writers' Project
RESEARCH IDENTIFICATION REPORT

Subject Pocahontas County History
Chapter 6 Religion

Date February 12, 1941

Research Worker Juanita S. Dilley

Date Research Taken Feb. 7, 1941
" 11, 1941

Typist Juanita S. Dilley

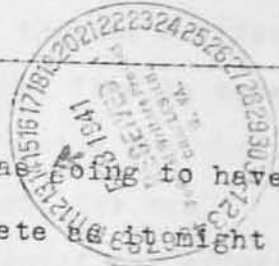
Date Typed Feb. 12, 1941

Source Deed Books 61 page 416

Date Filed _____

Rev. Q. Arbogast, and Rev. H. Blackhurst

I did not know until a few days ago that I was going to have
to get these churches so this is not as complete as it might
have been.





Cass Methodist Churches

The Methodist class of the M. E. Church South was organized in 1903 by the Rev. John McNeil of the Greenbank circuit. I do not have the date when the M. E. class was organized, but it was soon after the above date. No church was built in Cass until in 1920 when the Presbyterians built theirs. For four years this church was used by the Methodists, too. Finally some of the Presbyterians objected to the Methodists using the church, and decided to charge them \$15. per Sunday or \$25. for two Sundays per month. They soon decided that they could not afford to pay this amount, and that it would be best to build a church of their own.

The M. E. members withdrew first and in 1924 built The First Methodist Church on the east side of the river. The deed for the lot was given on February 20, 1924 by Dr. Allen Burner and Mabel Burner his wife, parties of the first part, and J. P. Smith, H. O. Blackherst, and A. G. Harbarger, trustees of the First Methodist church of Cass. For \$400. cash lots 6 and 7 in block 1. "Now therefore this deed witnesseth, the trustees of said church herein mentioned and their successors in office shall at no time prohibit the doctrines of Sanctification as taught by John and Charles Wesley, the founders of Methodism."

A little later in that same year the M. E. South members also withdrew from the church. and the deed for the lots were given by William V. Hiner and Grace C. Hiner his wife, to C. P. Gillispie, J. W. Bible, Roy Cook, Burk McCarty, J. Hobbs Rose, H. H. Brown, Markwood Gum, L. S. Cochran and William Siple, trustees. for the sum of \$1,800. a lot or parcel of land in Cass

2
adjoining the land of the West Virginia Pulp and Paper Co. for the use of the M. E. Church, South.

In 1939 these two churches were united, and the M. E. South church is used for preaching purposes. The M. E. church is still used for Sunday school.

There are 155 members of this united church.

The Stewards are C. P. Gillispie, J. W. Bible, Roy Cook, and Burk McCarty. Rev. H. O. Blackherst. E. R. Loudermilk is the Supt. and the teachers are J. W. Jack, Mrs. Myrl Ervin, Mrs. C. P. Gillispie, C. P. Gillispie, Mrs J. H. Rose, Warren Shiflett, and Audre McPherson. Burk McCarty is the Sec. and Treas.

Mrs. Charles Sheets is the Pres. of the Womens Society of Christain Service.

Pocahontas County

-1-

Chapter 6 - Section 2

Cass Presbyterian Church

Cass, in Pocahontas County, has for a number of years been the center of an extensive lumber industry, and a considerable amount of lumber is still produced in this area. The citizenship of Cass is unusually cosmopolitan in character.

The first Presbyterian services in Cass were conducted by Rev. Henry W. McLaughlin, then pastor of the Liberty and Baxter Churches, in 1900. He organized a Sunday School in the school house at this time and the preaching services were also conducted here.

It was in 1903 that Asa D. Watkins, a student at the Union Theological Seminary at Richmond, Virginia, was sent to Cass by the Home Mission Committee to preach during the summer vacation. He saw the need of a church there and after his graduation proceeded to carry out his idea by hard and systematic work. With the aid of J. S. Mathews, the late Samuel B. Hannah and other prominent men in the Greenbank District, enough money was raised through loans and subscription to start the church building which, when completed in 1904, was dedicated by Rev. Henry W. McLaughlin. To Asa Watkins should go the credit of making this church possible. He did everything from raising the money to employing men to do the constructing which he superintended

and aided.

"Professor Asa D. Watkins of Hampden Sidney College and formerly a pastor of this church, died suddenly on December 17, 1932."

As time passes and many new churches come into this fold and worship God in a comfortable and beautiful church building, and its affairs are organized and governed by capable christian men and women, it should be remembered that it was Asa Watkins, a ministerial student, who came to Cass at vacation time, and conducted services in whatever building was procurable and ministered to the needs of its people. It was he who saw the need of a church in this town when practically no one else did, and working alone, raised money through direct subscription and loans, whereby the nucleus of the present building was erected and furnished. He hired the men to do the work and did a good bit of it himself. It was he who induced the members of the Presbyterian Church who had moved to Cass, to procure their letters in order that a congregation might be organized. It was he who moderated the first congregational meeting at which time the organization was made complete. In fact, it was through the persistent and untiring efforts of Asa D. Watkins that the movement was started that culminated in the present organization, and that has brought many souls to Christ.

The deed for the lots to this church was made on Aug. 1, 1921, from the West Virginia Pulp and Paper Co. to R. S. Hickman, J. S. Mathews and U. S. Hannah, Trs. for the Cass Presbyterian Church, subject to the following reservations and restrictions: that the lots are to be used for the purpose of maintaining thereon a house for Divine worship or other buildings for strictly religious purposes. Should the parties of the second part or their successors in office ever abandon use of said premises for such purposes or within forty years from this date attempt to dispose of said premises to others to be used for other than religious purposes, the title of the said premises shall revert to the party of the first part.

The Cass Presbyterian Church was organized with a membership of twelve persons. On the following yeat, 1905, there were nineteen members reported to the General Assembly. The names of the charter members that I have been able to get are:

Dr. H. Ward Randolph	Mrs. W. F. Anderson
Mr. and Mrs. J. S. Mathews	" S. B. Kethken
Dr. and Mrs. J. D. Arbuckle	" S. L. Clark
Mr. James A. Kirkpatrick	
Mr. and Mrs. Benj. F. Conrad	
Miss Nannie Gillispie (now Mrs. J. Hall Wilson)	

Dr. H. Ward Randolph and Mr. J. S. Mathews were elected, ordained and installed elders and Dr. J. D. Arbuckle, Ben-

Jamin F. Conrad and James A. Kirkpatrick, deacons.

After Dr. Watkins resigned the pulpit was filled from time to time with several ministers, all of whom preached at Liberty Church at Greenbank and Baxter Church at Dunmore.

Later a request was sent to Greenbrier Presbytery to segregate the Cass Church from the Liberty and Baxter Churches, the promise being made that it could support a full time minister. The request was granted and Rev. Fred W. Gray was suggested. He was immediately called. His services were valuable indeed. He brought a large number of new members into the church and was one of its greatest pastors and preachers. During his pastorate the church building was remodeled and enlarged.

The corner stone of this building was laid by the Masonic Grand Lodge of West Virginia. The dedicatory sermon was preached by Dr. Walter W. Bain. Asa Watkins preached the evening sermon. For many years the Cass Church has been out of debt.

All denominations used the Cass Presbyterian Church for a number of years.

The building occupied by the Cass congregation was erected in 1904, and remodeled in 1919. It was partially destroyed by fire in March, 1927, and was repaired and remodeled later that same year. Many or most of the church records were destroyed at the time of the fire.

The roll of ministers of the Cass Presbyterian Church is as follows:

Ass D. Watkins, D.D	1904-1907
W. W. Bain	1907-1910
J. S. Kennison	1910-1912
Louis A. Kelly	1912-1915
Fred W. Gray, D.D.	1915-1929
James T. Pharr	1929- present

Today this church has an active membership of one hundred forty-four persons. It has for many years sent a steady stream of young people into city churches in this and adjoining states.

This church has enjoyed an aggressive leadership and is active in all of its various departments, being noted for the fine young people it has developed in the church's service. The work of its Woman's Auxiliary has been especially efficient.

The Cass Presbyterian Church has in the past maintained outpost work in certain nearby lumbering settlements, notably at Spruce and Raywood, but these have been discontinued as the lumber operations in these settlements have closed and the people have moved away.

A number of active workers in the church's service have gone out from the Cass church, among whom may be named Rev. T. L. Harnsberger, missionary to Africa; Miss Alice Hannah, teacher of missionaries' children in Africa; and

the Rev. Lewis Lyle, now serving in Chicago, Ill.

Union prayer meetings are held alternately with the three churches at Cass. No other denominations hold services at the present time in the Presbyterian Church.

The present pastor, Rev. James T. Pharr, was born in Charlotte, North Carolina. He attended Charlotte School for Boys, Davidson College and Union Theological Seminary at Richmond, Virginia. Rev. Pharr has served the Cass Presbyterian Church and the Alexander Memorial Church at Stony Bottom for the past eleven years.

During the past year nine new members were added to the Cass Church.

A Daily Vacation Bible School was conducted in our church under the direction of Rev. Blandon from the Seminary at Richmond. The school opened July 22, 1940 and continued through July 26th. Rev. J. T. Pharr and the following young people assisted with this school: Evelyn Fox, Beatrice Blackhurst, Ernestine Hamrick, William Viering, and Tim Pharr.

Each year this church sends a group of young people to camp and conference.

The present Elders are:

F. C. Nickell

E. Shafer

A. N. Smith

Ray H. Fox

A. J. Blackhurst

J. H. Moyer

S. D. Huff

L. L. Duncan

Deacons:

J. A. Kirkpatrick

W. G. Moss

C. M. Stover

R. S. Hickman

Guy Tallman

Luther B. Jones

The Sunday School enrollment at the present time is one hundred thirty-three.

The Young Peoples League organized an outpost Sunday School at Deer Creek with an enrollment of twenty. Harold Nickell served as the Supt. of this Sunday School until recently when he went to work in another town and Mr. A. N. Smith, Sr., is now Supt. This Sunday School is now self-supporting.

I have been unable to find any record of the first women's societies in the Cass Church. The women of the church are now organized according to the Auxiliary plan of worship. The following is a list of the presidents of the Auxiliary to date:

Mrs. J. S. Hannah

Mrs. R. S. Clark

Mrs. T. J. Kenealy

Pocahontas County

-8-

Mrs. J. H. Moyer	
Mrs. W. A. Hammen	
Mrs. E. P. Shaffer	1929 to March 1930
Mrs. E. L. Duncan	1930-1932
Mrs. J. N. Hannah	1932-1934
Mrs. R. W. Fox	1934-1936
Mrs. W. L. Ralston	1936-1938
Mrs. W. T. Miller	1938-1940

The average enrollment for the ten years is fifty-four members. The largest number on roll at any one time is sixty-one. The smallest was fifty.

The enrollment this year is forty. This is because of so many members moving away. The following are the officers for 1940-1941:

President -----	Mrs. W. T. Miller
Vice-President -----	Mrs. W. L. Ralston
Secretary -----	Mrs. T. J. Kenealy
Treasurer -----	Mrs. L. B. Jones
Historian -----	Mrs. J. W. Keyser

In 1934, a Business Womens Circle was organized with twenty-six members on roll. They pay a definite part of the budget each year. This year the amount is fifty dollars.

Each year the Auxiliary sends from two to four young people to the Conference at Lewisburg. This year four young people were sent to camp. For five years they sent one delegate to N. Va. Synodical Training School. For two years two

delegates were sent to this school.

Each year since 1936, the Auxiliary has adopted a child from the orphanage (to the extent of buying his clothes). Last year \$28.28 was spent for outfitting the orphan.

At Thanksgiving time each year a large box of canned fruit is sent to the Davis-Stuart School. At Christmas time baskets of fruit, toys and clothing are sent to the needier families in the community.

Each year the ladies read a book on Home Missions and one on Foreign Missions. Special classes are held for discussion of these books.

Once during the year there are study classes of at least five hours of intensive study of some Book or Theme of the Bible.

In 1936 a plan was suggested in the church whereby each person read a certain portion of the Bible each day. At the end of the year many had read their Bible through. Now each woman follows the Auxiliary suggestion for daily Bible reading.

The Auxiliary stresses tithing. Last year there were twenty-one tithers reported in our Auxiliary.

For an example of the money expended by the Auxiliary in one year, the following was for the year April 1, 1938 to April 1, 1939:

-10-

Budget -----	\$196.00
Special Benevolences -----	86.00
Special Offerings -----	65.78
Social Service -----	51.06
Current Expenses -----	78.52
Miscellaneous -----	29.75
Total	507.11

The Auxiliary paid fifty dollars per year for three years to the Ministers' Annuity Fund. In 1935 it paid \$161.52 to paint the manse and church.

In the past few years we have lost five members of the Auxiliary by death and many members have moved away, making our enrollment at the present time forty members. Despite this fact, we have not reduced our budget and have been able to go over-the-top each year and have contributed to the causes as usual. This year we also contributed material for draperies to be used in the homes of Missionaries in Africa where our own Alice Hannah is serving as teacher of missionaries' children.

Information: Church on the Western Waters - Courtney
Mr. J. S. Mathews, Bridgeport, Conn.
Mrs. J. W. Keyser

The woman's Auxiliary was organized in July 1923, but did not join the Presbyterial until 1928.

they are taking up. whatever¹¹ growth there may be in atmospheric CO₂ comes from those regions, and it is so documented in Science.

North America's dynamic forest and vegetative base is holding its world CO₂ emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a CO₂/Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of CO₂ control unmatched by any other region of the world.

I am honored to have been a part of your Centennial celebration, to have taken this journey through our early and intertwined roots, and to have been able to share two perspectives with you which I feel need to be widely recognized and positively publicized.

-12-

Ladies and Gentlemen of Cass, I thank you, I salute you, and I wish you the very best of good fortune in the next 100 years!

REMARKS BY JOHN A. LUKE
CASS CENTENNIAL CELEBRATION
MAY 26, 2000

Introduction

As I stand here with you today, I think back to the early days, 100 years ago, of West Virginia Pulp and Paper (now Westvaco) and the birth of this community of Cass. I think of our interwoven histories, our challenges, the accomplishments of the last Century, and of its people and their vision and determination.

I plan to try to capture that century in a capsule and then touch on two perspectives formed from that period and its forests. Each has an environmental basis, and each is terribly important today.

Looking back 100 years, we see the Lukes of that period with their mill up on the Potomac River, then 10 years old, and thriving with the technology they had developed to prove that pulp could be made

profitably from wood and driving the industry from one based on rags to one based on wood. This was of enormous importance to Westvaco, to the paper industry, and to the economy of the country.

The forests of West Virginia had been selected for this venture because of their vast stands of spruce, an ideal raw material for that early papermaking, even though it was a species already under heavy pressure from active and aggressive logging.

As that first mill grew, the company decided to expand with the construction of a second mill in Covington, Virginia, as well as ventures in Davis and Parsons. With this program prudence dictated an assured supply of spruce, and so, some 70,000 acres of timberland were purchased in this area to meet that emerging need. To log this land, a railroad which would eventually extend to 81 miles and the top of Cheat Mountain was built. And, to complement its pulpwood production, a double band sawmill was built at Leatherbark Creek to

produce finished lumber--and so, was born this community of Cass, named then for Joseph K. Cass, a Westvaco officer, an investor in the company, and member of the family from whom a mill in Tyrone, Pennsylvania, had just been purchased.

The Town of Cass and Westvaco flourished together for the next 30 years or so, until a couple of things happened. The spruce forests of the State had been harvested to virtual depletion, and the Great Depression hit.

No longer able to secure spruce in adequate quantity, Westvaco had to learn to make paper all over again—this time from the natural mix of local Appalachian hardwoods. As it conquered this challenge, the company retreated from the Cass area and concentrated on the lower cost, but technologically difficult, resource growing so abundantly and so close to its point of consumption. This meant that the Pocohantas County lands had become strategically less important in the 1940s and thus available for sale to Mower Lumber. Westvaco would rely on a

different source of fiber and put the capital invested in these lands to other uses. With the sale to Mower, Cass and Westvaco went their separate ways in search of their futures.

But, Westvaco was not to leave West Virginia as its mills at Luke and Covington continued to flourish and once again needed wood from further afield. It had been actively buying West Virginia wood on the open market for local mill delivery, but by the mid-1950s, it had again embarked on a land acquisition program which would lead to the 375,000 acres it now owns and manages so intensively in this State. To the casual observer, this might appear to have been a circular strategy on the company's part, but in fact, it was a wholly new and very different strategy—carefully conceived and carefully executed to support today's needs and tomorrow's. And so, here we are back together again 100 years later, as warm friends, and with each of us still traveling our own road, with Westvaco full of admiration for the creative and determined manner in which the wonderful people of

Cass have faced and overcome their challenges in the very best of American tradition, and with Westvaco also in full admiration of the mighty forest resource in this area, even though it is a vastly different one than 100 years ago.

This very brief time capsule now brings forward the two environmental- and forest-based perspectives which I mentioned earlier and which I now want to share.

The first deals with the popular environmental ideal of Sustainable Forestry. In this country we have a large, diverse, and productive forest base. It is more vast and more productive than it was 100 years ago, and even 75 percent as large today as it was 400 years ago despite our enormous national growth in population and development over those years. Not only has the size of the nation's forest been stable for the last 100 years, but the volume of wood per acre has also

increased very substantially. In fact, wood is today growing 35 percent faster than it is being harvested.

This has all happened for a variety of reasons. Importantly, forest conversion to cropland leveled off in the 1920s, and forest fire loss has been reduced from levels approaching 50 million acres per year in the early 1900s to around 2 million today. Trees are being planted at astounding rates—some 400 or more for every child born in this country, and increasingly intensive forest management is demonstrating its enormous value. In short, our forests in America today are showing a remarkable recovery from earlier centuries when they contributed so much to our early development. Can we sustain the forest base that has and is contributing so much? Yes, WE CAN, and yes, WE ARE sustaining this dynamic and renewable resource. And that fact is more than amply demonstrated right here in this region as we look about at your magnificent forest today and reflect on the extraordinary contributions it has consistently made over its last

100 years. The same is true for the entire state of West Virginia. It may be hard to visualize, but most of West Virginia was severely harvested around the turn of the century. Yet today, the state sustains a vital part of the global forest industry along with a marvelous tourist industry based on its forests, water, and wildlife.

Lest anyone rest on any laurels, let me state emphatically that the job is far from done. Sustainable Forestry is essential for our nation's future needs and potentials, but sustainability doesn't mean just maintaining the status quo. It means assuring that healthy, dynamic forest ecosystems flourish in support of the needs of each new generation. While the national report on Sustainable Forestry is positive, there is far too little consistency in practiced sustainability across the country.

America is continuing to dedicate ever more forest land to limited use purposes, and a largely urban public opinion does not appreciate the

capacity of well-managed forests to meet the multiple objectives of clean water, vibrant wildlife, stimulating recreation and high quality forest products. And beyond limited use, our individually owned forests are becoming more fragmented in ownership every year as a result of tax and inheritance policies and from economic pressures to develop them. With fewer acres available each year, we need to manage highly productive and healthy forests that can sustain an ever higher demand for our nation's wood products. This means that we will have to learn to grow trees as fast, and as economically, as the best of our world competition. Brazil and Indonesia—and I do not mean their rainforests—are powerful examples of what is being done as they grow hardwood four times faster than our Appalachian hardwoods and pines twice to three times as fast as our most productive pine plantations. These cold facts go straight to the economic heart of the competitive strength of our forest resource, and the world market is uncompromising. Sustaining our forests through this century to meet the needs of the next requires that they not only

problem. My objective today is not to debate Global Warming as fact or fiction, or as perilous or not. Rather, it is to dispel the notion that just because North America is a very large generator of carbon dioxide, that it must also be a very large contributor to CO₂ in the world's atmosphere and, therefore, Global Warming—NOT TRUE, based on work by scientists from Princeton, Columbia, and the Federal scientific agency known as NOAA, and which was published in the distinguished journal Science in 1998. These findings, little noted by the media, were based on comparisons of the level of CO₂ in the atmosphere coming to our West Coast and the level of CO₂ in the atmosphere leaving our East Coast on the wings of the prevailing wind flow across the continent. NO increase in CO₂ content in the atmosphere leaving our shores was found—ZERO contribution to the rest of the world. PERIOD. The study determined that North America is taking up all the CO₂ it is generating, while the rest of the world—primarily Eurasia and North Africa and, secondarily, the Tropics and Southern Hemisphere are releasing far more CO₂ than

they are taking up. whatever ¹¹ growth there may be in atmospheric CO₂ comes from those regions, and it is so documented in Science.

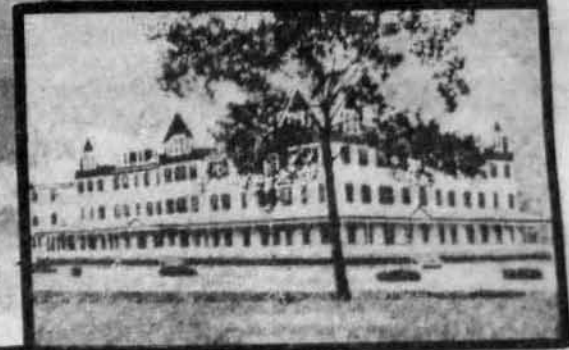
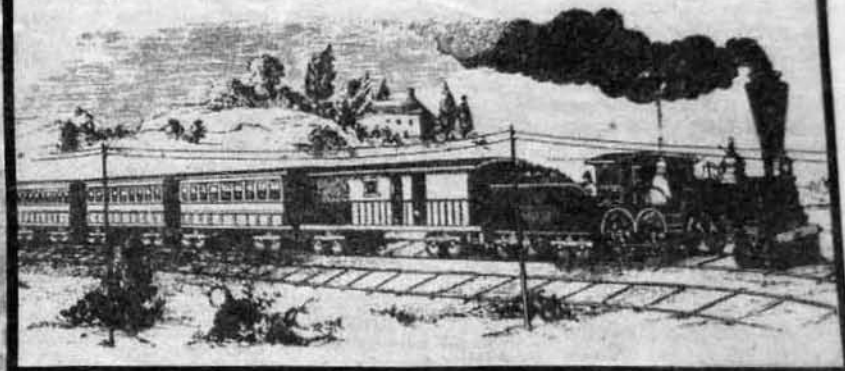
North America's dynamic forest and vegetative base is holding its world CO₂ emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a CO₂/Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of CO₂ control unmatched by any other region of the world.

I am honored to have been a part of your Centennial celebration, to have taken this journey through our early and intertwined roots, and to have been able to share two perspectives with you which I feel need to be widely recognized and positively publicized.

-12-

Ladies and Gentlemen of Cass, I thank you, I salute you, and I wish you the very best of good fortune in the next 100 years!

Early Passenger Train Service



—Cass Scenic Railroad Memory—

by Sheriff Given

Pop Good, Leonard

time of day by the way they
blowed the whistle on
Houder, Shaw and a few
Pardee & Curtin Lumber Company
in the olden days of logging. Also
nearby is the former shops build-
ing along the railroad.

Lumber Company, George
Gum, Web Hollifield, the
Hivick of Camden on

the process of building
To the traveler who has never
seen the Webster-Randolph
Pocahontas area and
before journeying onward
of this scenic railroad
Hivick of Camden on

Camden-on-Gauley, Web-
ster Springs and all across
WV. Each steam railroad

consist of the following
Trees: Dominant -
Sugar Maple
Beech
Yellow Birch
rattles in its efforts to build
up pressure steam, and
forward progress. The

One interesting anomaly is the
presence of dozens of tiny water-
falls along the Scenic Railroad.
These are reminiscent of the hang-
ers of the Grand Canyon.

where the Greenbrier Limestone
rises above drainage and the Sc-
enic Railroad crosses it.
For the scientifically minded,
the "Pine" of the WV. Rule
of the pine family, spruce,
yellow and red pine used by

many more steam railroad engines of Mowery Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

INSIDE THIS ISSUE

The Cass Scenic Railroad	Page 2
Cass Railroad Dinner Train	Page 3
The Cass Railroad Rates	Page 3
Cherry River Boom And Lumber Company	Page 4
Pardee And Curtin Lumber Company	Page 5
Paul G. Thayer	Page 8
Asking Politicians To Consider Youth and C.C.C.'s	Page 9
The Coldest and Highest	Page 11
A Trip To Bald Knob	Page 11
South Branch Valley of WV .	Page 12
What A Ride	Page 13
The Country Store	Page 15

Gauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster Springs. The WV Midland Railroad out of Webster Springs with George Jackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.

The steam locomotive, the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

pistons throb, the gears grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So, Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffey's town of old spruce and new spruce, and Cass.

Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply
Continued On Page 3

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensable mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

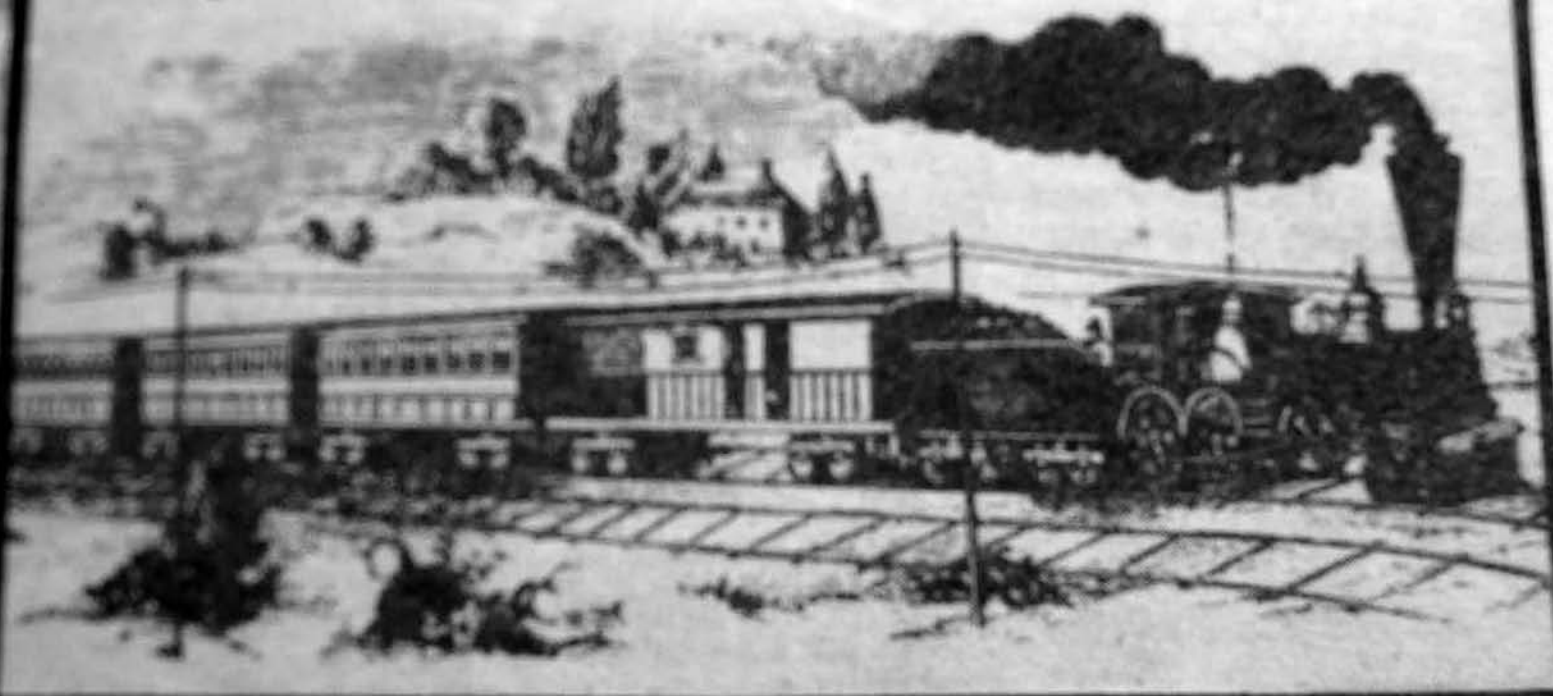
by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/2 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/2 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking
Continued On Page 14

Early Passenger Train Service



The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes," and soon another "Of Men and Mighty Mountain". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 td., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today--Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30-foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, staggered pants, John Ritchie green and black or red and black checkered shirts, suspenders, a log dump

with real logs about one-half mile from camp close to the railroad. You must have a siding with the original log cars—some loaded—some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its best.

Cass, like Tioga, Diana, Bergoo, Holly Junction, Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad fully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and something worthy to attract the tourist dollar.

Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes," and soon another "Of Men and Mighty Mountain". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

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Pocahontas County and it's Many Attractions

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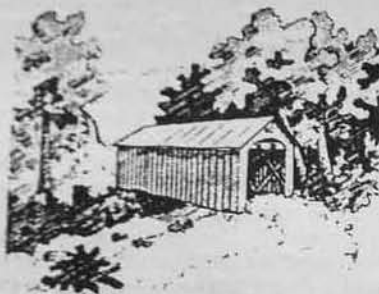
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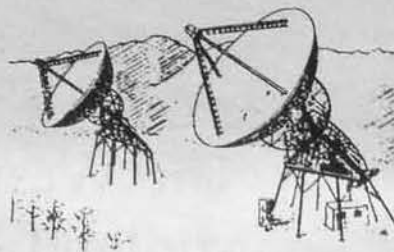
LOCUST CREEK BRIDGE



FALLS OF HILLS CREEK



PEARL S. BUCK BIRTHPLACE MUSEUM



NATIONAL RADIO ASTRONOMY
OBSERVATORY



POCAHONTAS COUNTY
HISTORICAL MUSEUM

For a FREE
information pack
on attractions,
recreation, and
much more call or
write:

pocahontas county tourism commission

P.O. Box 275 · Marlinton, WV 24954
1-800-336-7009

NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____ PHONE () _____

Cass Scenic Railroad Memory

Continued From Page 1
 swindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shift per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for junk and the town suffered massive unemployment.

Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12 1/2 miles of steam railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 3/4 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 12 1/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Wally Barron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

purchase from Midwest Junk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world; the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work in the switchbacks and steep grades on the rail Cheat Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute slide narration what time has taken away from Cass, the Showcase has returned. Shay engines, and the #5 Hysler, cruising speed

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is

standard for a trip on the Railroad, a museum, the railroad cinders, the sweaters will be a great future.

Cass Scenic Railroad Dinner Train Schedule

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

outings and \$15 reservation

Cass of the lumber early origi locot haul sur ridg avail 12 hou vac eve hor foc

Whittaker Station	FAR
Bald Knob	
Children	
Ticket includes admission	
Minimum	

Whittaker Station

No group rates

SPECIAL SA
 NIGHT TRA

fourth round of their championship fight at season, farmers could be seen plowing, planting or harvesting from spring

Midland Railroad

nory

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standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

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outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA.

FARES

Whittaker Station	Adult \$8.00; Child \$4.00
Bald Knob	Adult \$11.00; Child \$5.00

Children under 6 free

Ticket includes admission to Cass Showcase, Wildlife

Evening Show

Whittaker Station	Adult \$7.00; Child \$3.50
Bald Knob	Adult \$10.00; Child \$4.50

No group rates on weekends

SPECIAL SATURDAY
DINNER TRAIN RIDES

...with the 90 ton #1 engine in 1961, with "Pop" ...
 railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

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 Shay engines, and the #5 Hysler, cruising speed

Midland Railroad

Continued From Page 1

The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a three-story all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive—a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62-mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

CALL 1-800-
 Whittaker Station ... Adult \$8.00; Child \$4.00
 Bald Knob ... Adult \$10.00; Child \$4.50
 TICKET INCLUDES admission to Cass Showcase, Whittaker Museum, Historical Museum.

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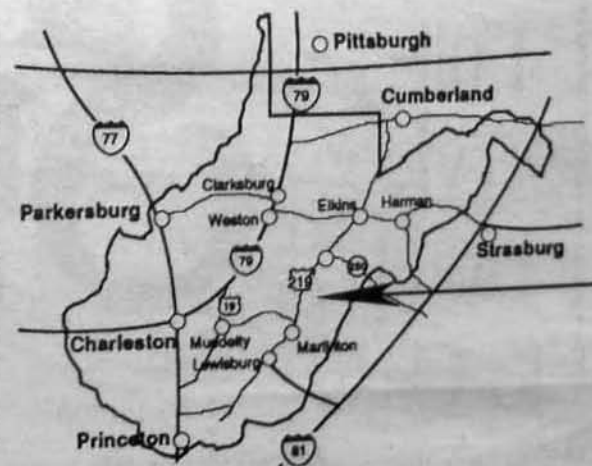
June 10 and 17
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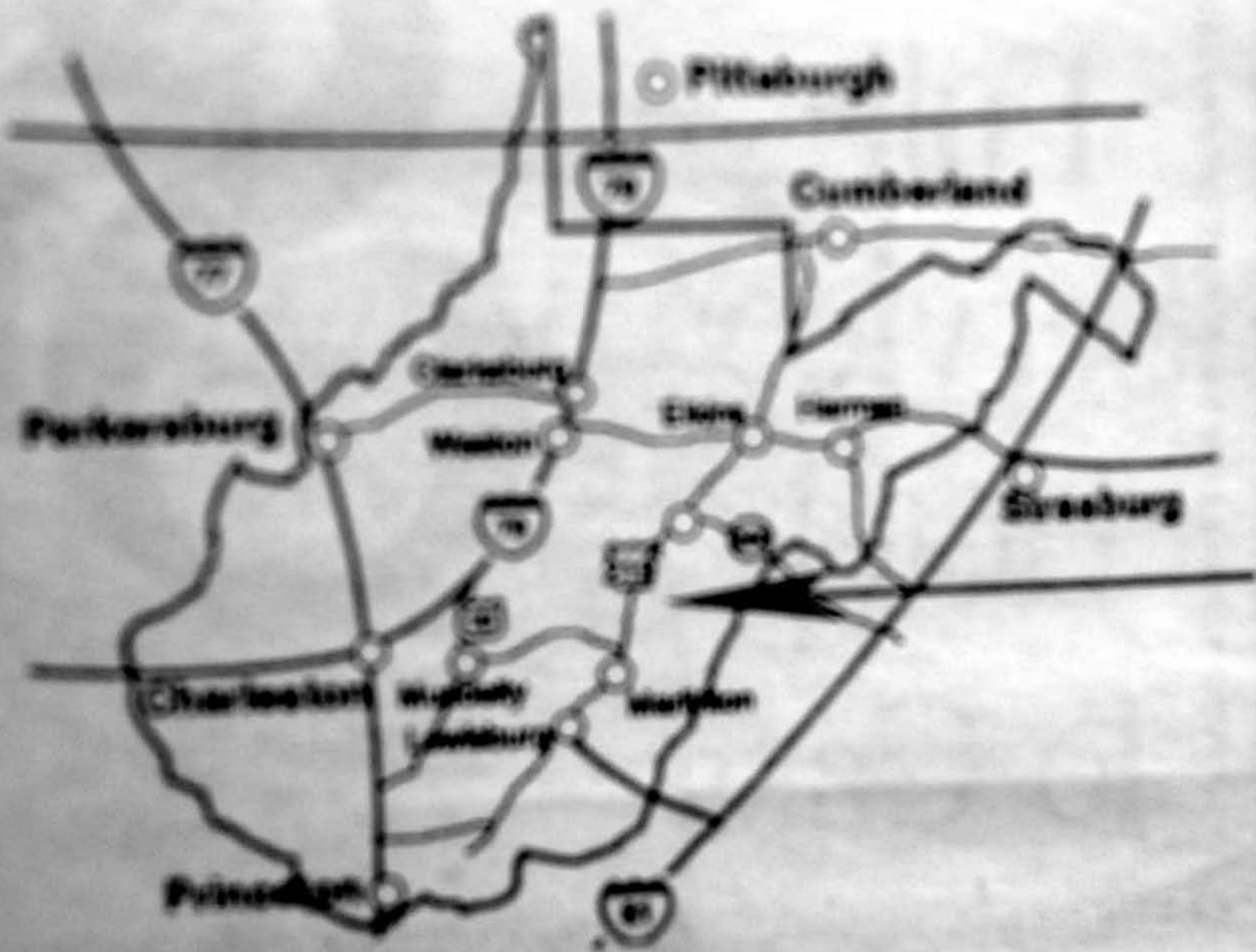
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SENIOR TRAIN - September 9 ... \$13.00
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The Old Cherry River Boom And Lumber Company

April 21, 1965

How does one bring back memories of logging days when power saws were unknown, when woodhicks "Shot George" a form of snuff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and sniff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging; when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; when food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story were gathered from a local



Webster County man, Mr. George Gumm, a proud refined railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars—they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge—the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still

survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run $\frac{3}{4}$ mile, wrecked and killed Frasier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names—Jim

Sarrani, Lew Lombard and Dick Palmer—had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 wood—the two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmer had seen progress move on. Appearing on the scene were new names—Billy Hawks, trainmaster; Joe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him—so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you cheat him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm, on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school, church, big store and about 75 houses, boardinghouse, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Continued On Page 5

Stables

● Pool

● Tennis

Year 'Round Enjoyment

Skiing ●

Fishing ●

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County, carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major

operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie

Hines, all still living.) I expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently—from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scene of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4
Gauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932—their bridge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappearing.

The year 1943, during World War II saw Charley Badgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene—Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, ¾ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Stratton, somewhere in the west; Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

CLEAN

Pardee And Curtin Lumber Railroad

Continued From Page 5
Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging. Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaching a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 cars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning and

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and shay engines and shill machinery. I will continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sumner, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sumner, breaking a log dam on Elk River. The Curtin Company lost their entire stock of logs. These logs were caught in St Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sumner. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 25 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an important roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was used for laying or taking up steel. This made narrow gauge railroad history that would be hard to equal anywhere else in West Virginia.

Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Falls, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Heisler, and the No. 6 Climax were brought to the Curtin Mill site to make ready their journey to Bergoo.

A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in Webster Springs. This engine, used exclusively for the laying of steel, was delayed a few days in Webster Springs awaiting the completion of the third rail of the Western Maryland Railroad so the

that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for slabs from our knotty crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corkin, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shay engines, and early history. However, I shall continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

Don't No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin—first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11

Pardee And Curtin Lumber Railroad

Continued From Page 5
Waggy, now living in Charleston, W.V. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaking a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description.

Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gayley. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an importan roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff), that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black

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The Curtin ope Nicholas was big, ment good, wag, living conditic cheap. Old Gene was conside honorable m cancelled ma accounts at the e year. He also pa bills for man employees. Ho got along wit Hennings, John Lee Gadd, and who peddled the is unknown. But, of a staunch General Curtin, the minds of today.

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

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The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutson and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid honest

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had

to meet the challenge rebuild the mill. It was so well assessed under the guideline Corkin, that they normal cut the first in less than 120 days sides were running

The mill ran from 1929 to 1945, mainly timber on the Back Elk and Pointa M. The mill finally closed in 1945 and the mill sold to Harrison Company of A. The old engines went to Midwest Steel of Charleston, engines were cut and loaded at old Mine. It was incident day in the history of narrow gauge when Ross Royer 12, with the steel and other parts, Red Oak down to Bergoo, across to the old mill site, parts were later. Thomas Lumber of Fenwick, County.

The No. 9 engine that remains from that narrow gauge is still in operation being used as an attraction in the Maryland.

The Curtin s

meat of food, long with two or three of meat, jellies, molasses, or just anything you

Sleeping conditions were always poor. and graybacks using of lamp oil your bed necessary and night's sleep.

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Chimney were brought to the Curtin Mill site to make

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The mill was in full operation by April 1929. "Mitchell," who was considered one of the best

at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to

build his conveyors for waste wide enough for crooked hardwood logs. However, this was soon

altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near

Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

Gaudy as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this

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Hennings, John Cochran, Lee Gadd, and the boys who pulled the "Curtin" to the mill. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

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A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in

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Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corkin, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

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rebuild the mill. The mill
was so well assembled
under the guidelines of Mr.
Corkin, that they had a
normal cut the first day and
in less than 120 days, both
sides were running.

The mill ran from 1942
to 1945, mainly from
timber on the Back Fork of
Elk and Pointa Mountain.
The mill finally closed in
1945 and the mill assets
sold to Harrison Lumber
Company of Arkansas.
The old engines were sold
to Midwest Steel and Junk
of Charleston, WV. The
engines were cut up and
loaded at old Red Oak
Mine. It was indeed a sad
day in the history of
narrow gauge railroads
when Ross Roy ran old No.
12, with the smokestack
and other parts gone, from
Red Oak down through
Bergoo, across the river to
the old mill site, where the
parts were later sold to Ely
Thomas Lumber Company
of Fenwick, Nicholas
County.

The No. 9 engine is all
that remains from a legend
of narrow gauge engines. It
is still in operation and
being used as a tourist
attraction in the state of
Maryland.

The Curtin story could
be written in book form
and would be worthy of
sale in any book store in the
United States. My main
intent was the history

coal production. The
population has dropped
from a high of approxima-
tely 1,800 to about 250
people. Coal production is
still alive with Ike Lewis, a
former football coach and
coal stripper, from
Pickens. How much
production he gets is
unknown to this writer,
but I would estimate
approximately 700 tons
per day.

Bergoo No. 4, from
1935 to 1959, was a rather
good mine with a lifetime
production of 6,498,554
tons. It was a thriving
mining town with 70
houses, company store,
school, church, and union
hall. The taxis out of
Webster Springs kept the
road hot bringing the
miners to town and back to
spend their money.

The No. 5 mine was only
in operation from 1945 to
1950, with a production of
501,780 tons.

Britton No. 1 from 1943
to 1943 never amounted to
a whole lot, 10,178 tons.

Britton No. 1, from
1943 to 1959, produced
3,664,585 tons, and was a
great service to the poor
people. The waste or bone
coal rejected by the washer
and dryer was used by
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Pardee Curtin Company bought a passenger train car and it was used for years as a work room at Webster.

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He was in full time by April 1929.

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The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and, above engines, and early history of the area. I shall continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404

production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his soul to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items and the

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local people.

Bolair No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

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state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Pardee Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

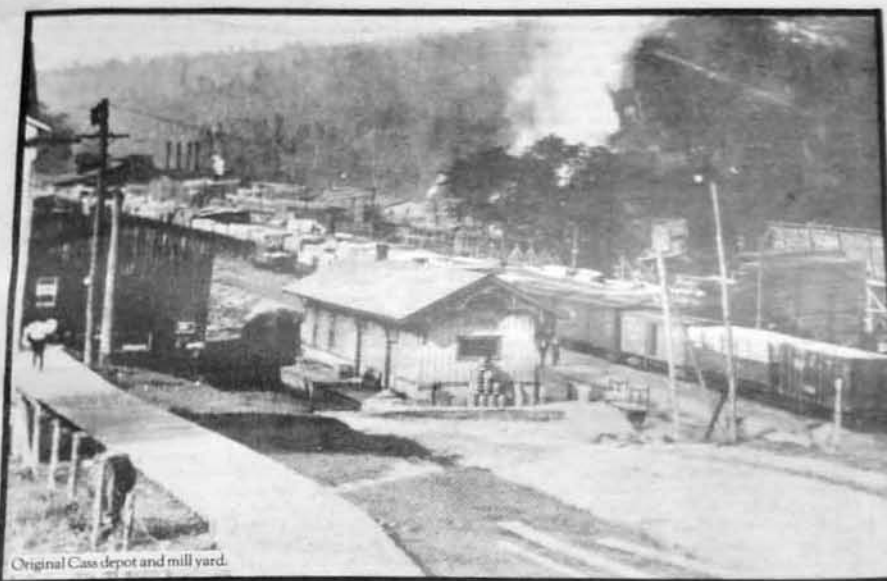
Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

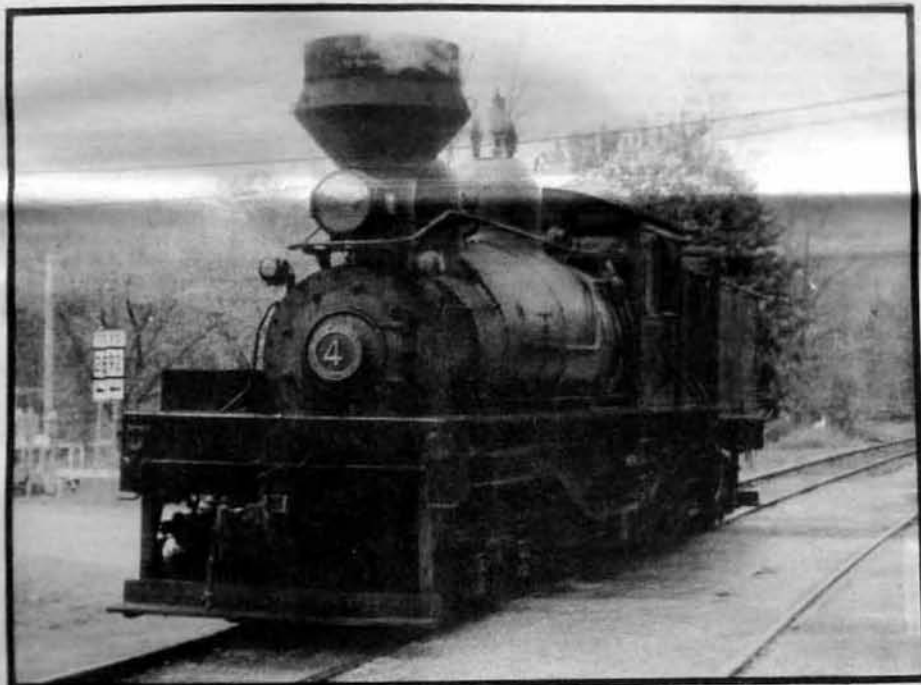
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Original Cass depot and mill yard.



Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



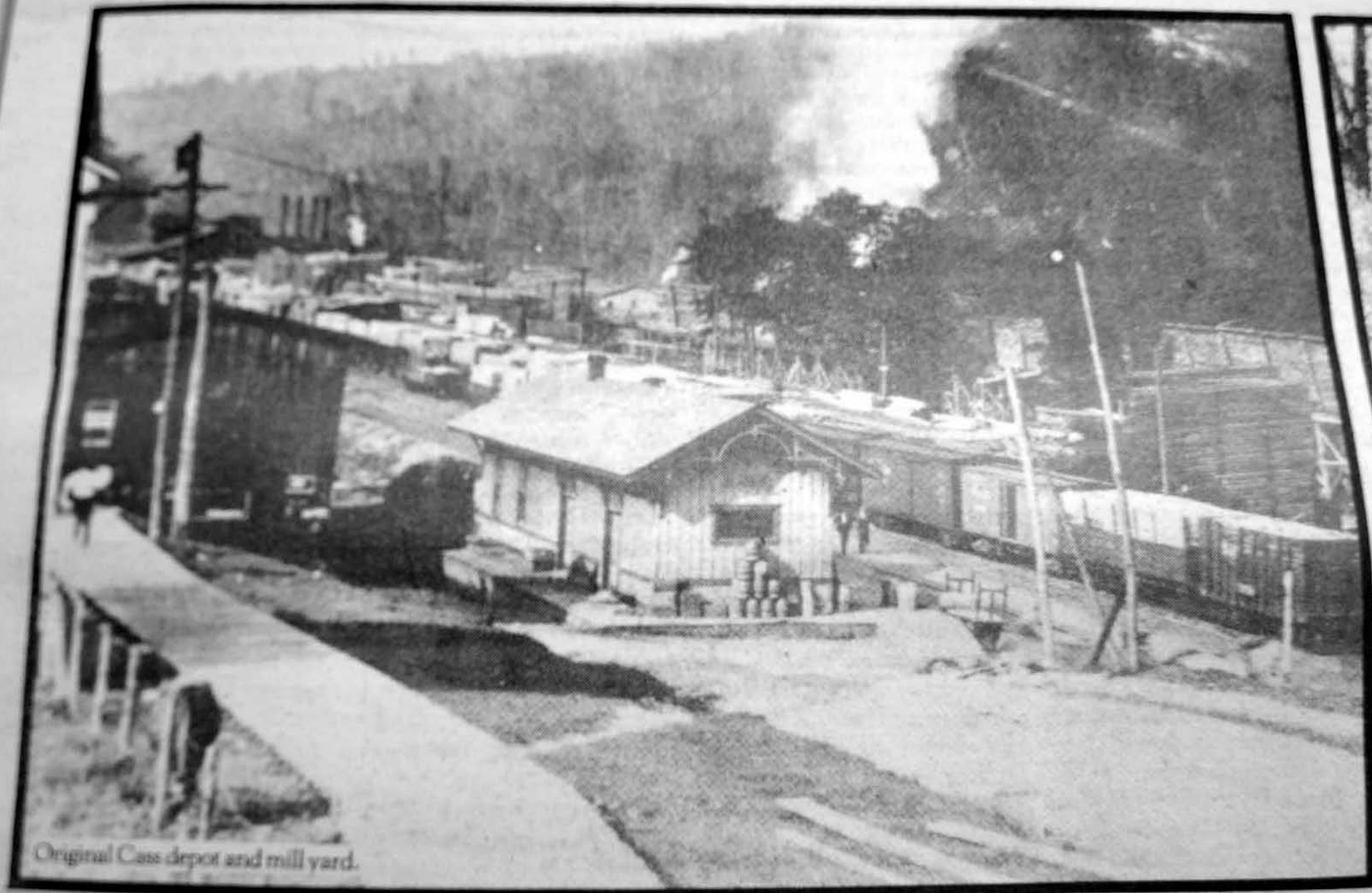
The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Steam locomotive and a 440 (A Class) power unit engine.



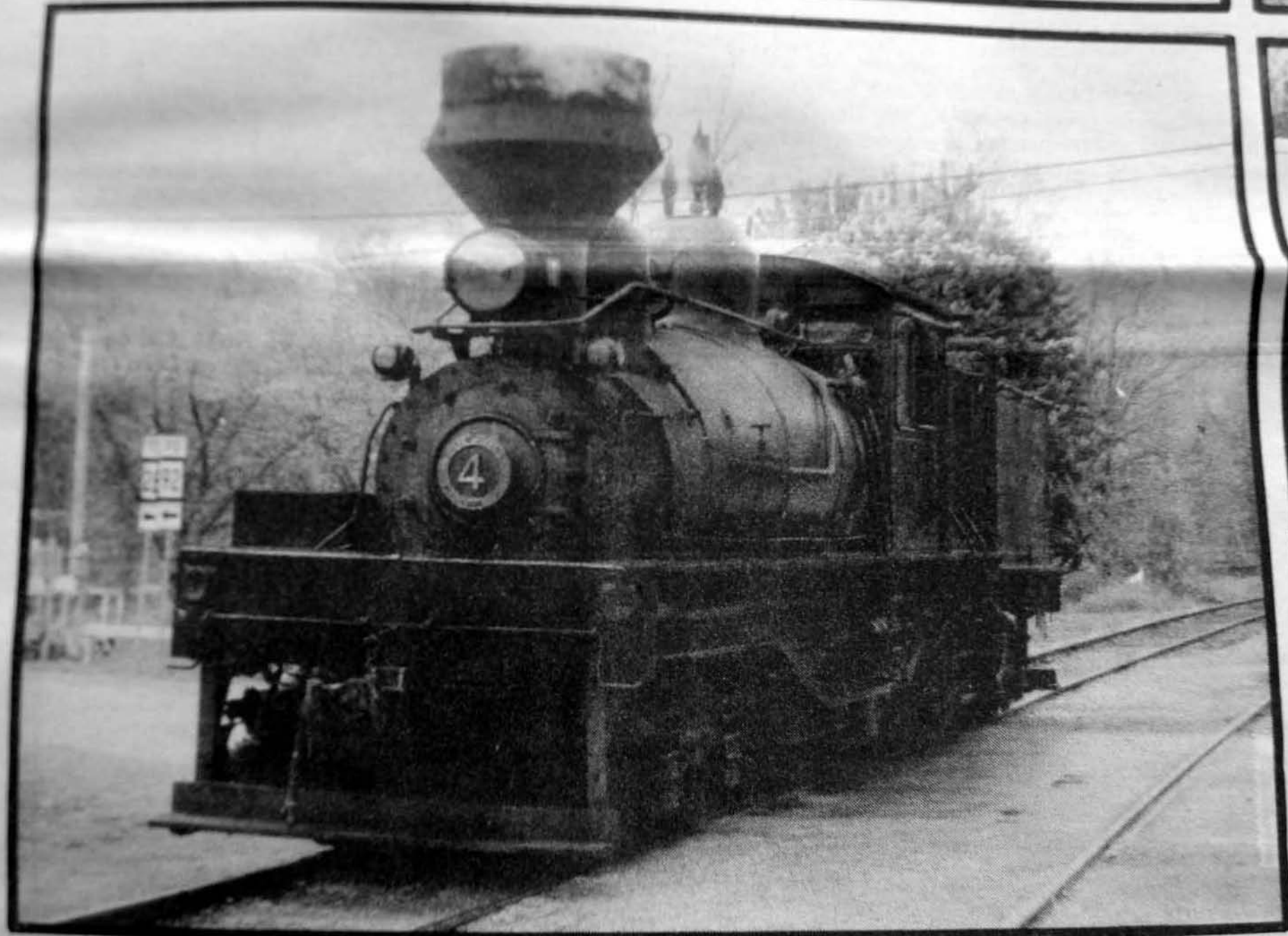
Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



Original Cass depot and mill yard.



Engine No. 8 represents the Sun Belt route from New York, Mass. to
the west with a background of brilliant red colors. The Sun Belt is a
Germany & Leipzig railroad.



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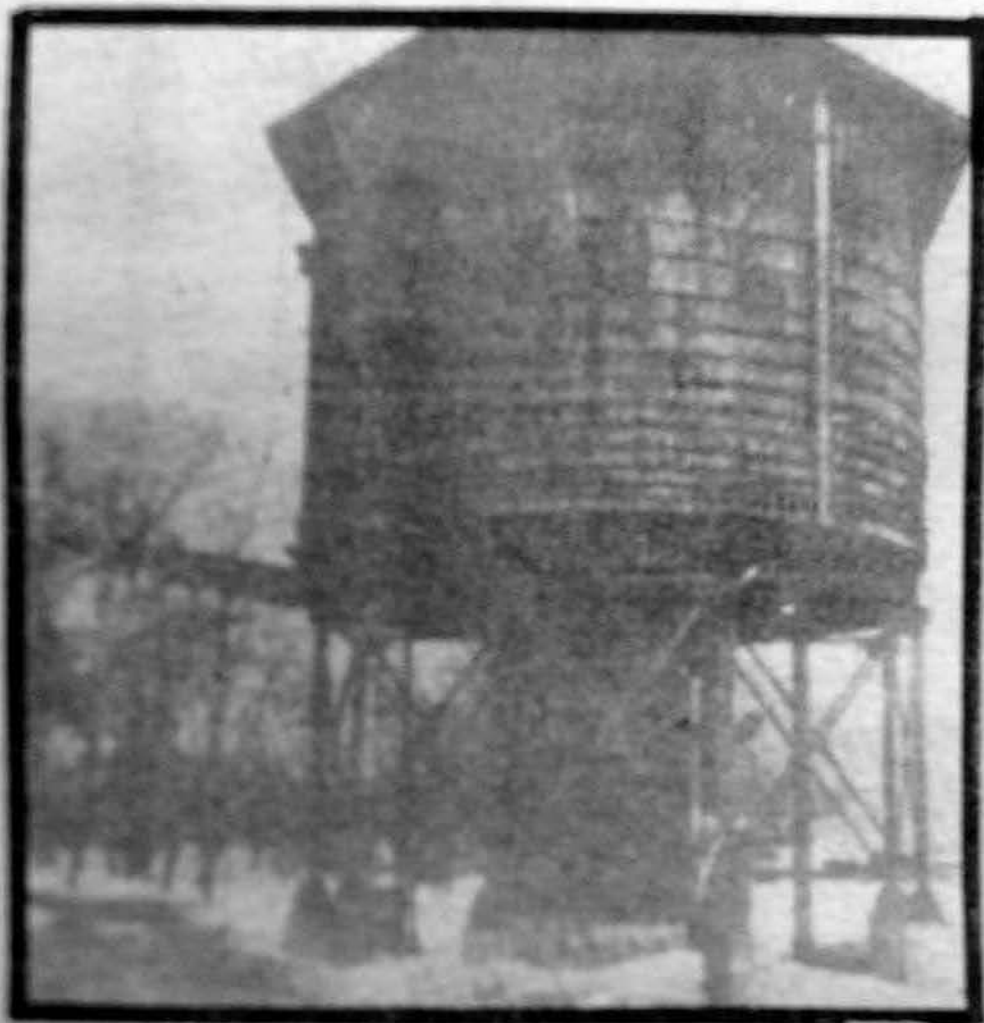


Bartow depot and a 4-4-0 (A Class) passenger engine.

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The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.

Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



The Western Maryland Railroad Bridge at Bengon has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Engine No. 8 approaches the Gum Field grove area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blew the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Donnegan hollow to Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

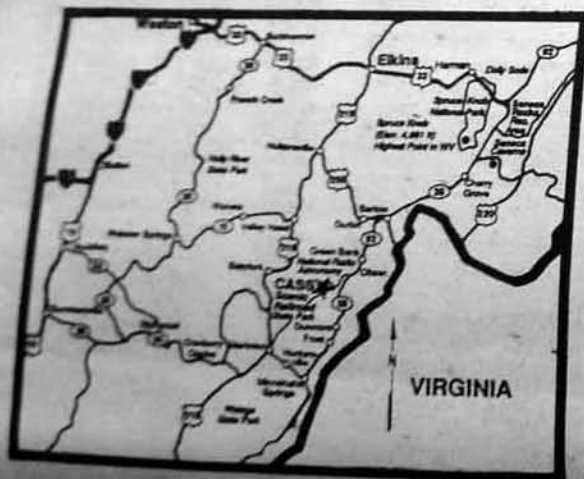
Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken rail and we derailed 18 hoppers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 foot long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

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Paul G. Thayer

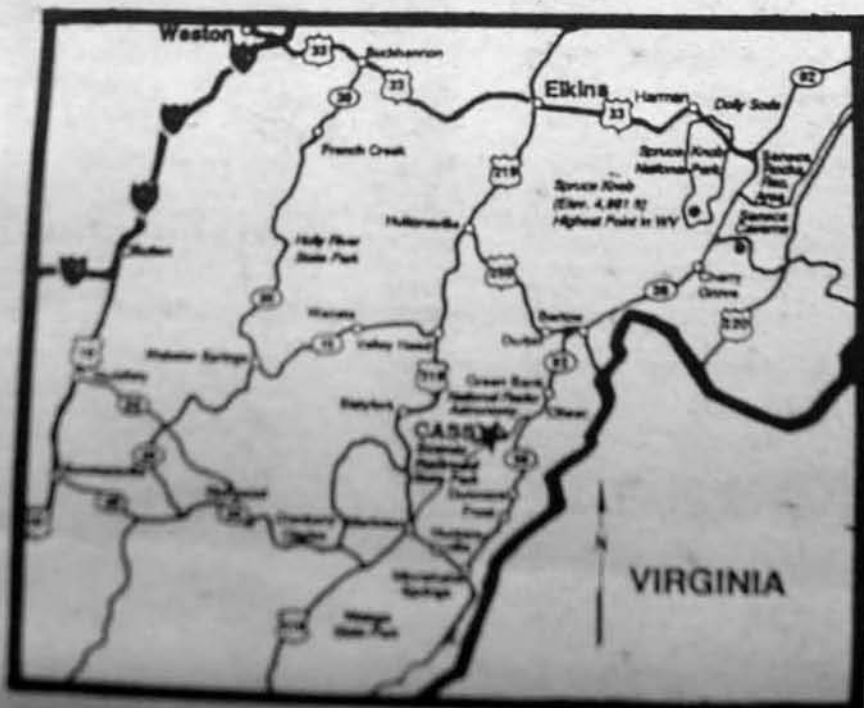
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Asking Politicians To Consider Youth And C.C.C.'s

by Sheriff Given

My political career has been filled with dangles, blunders, and boo-boos. Sometimes we learn from the non-elected, as well as the elected. Dick Benson, the popular air pilot and two-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate seat for 4 years.

(A man elected to the 1st Silver-Haired Legislature

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public office.

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an all-time high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded

checkerboard John Ritchie shirts, etc. Out of this 10-day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30-minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest Joe

politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors — the team gets out their cash political funds, and pay on the precinct level — and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits, labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.

The great 100-year flood of November 4 and 5, is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

Continued On Page 12



Mike Ross Gas and Oil Coalton



Mike Ross Gas and Oil Coalton



If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

Mike Ross
Buckhannon, WV 26201
(304) 472-1110





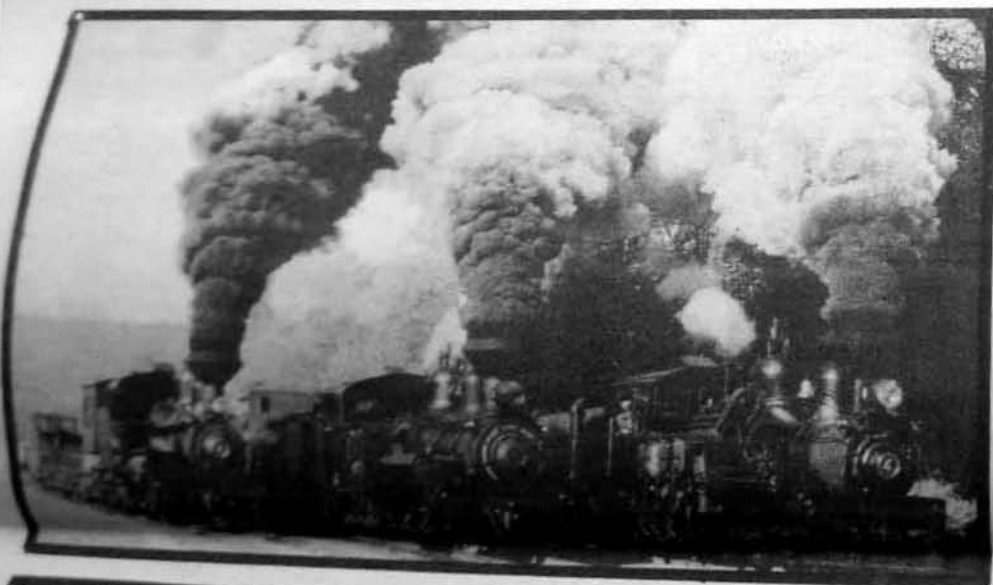
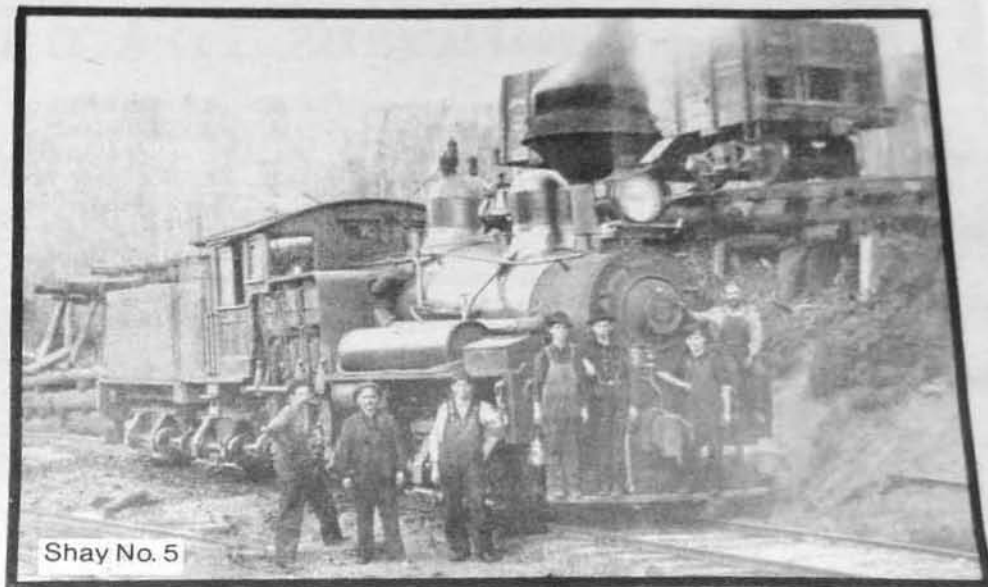
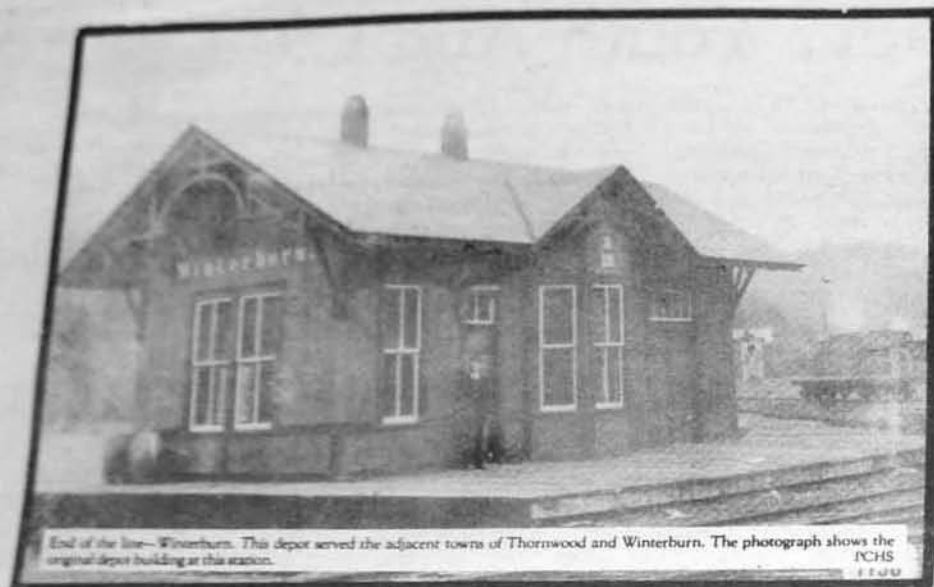
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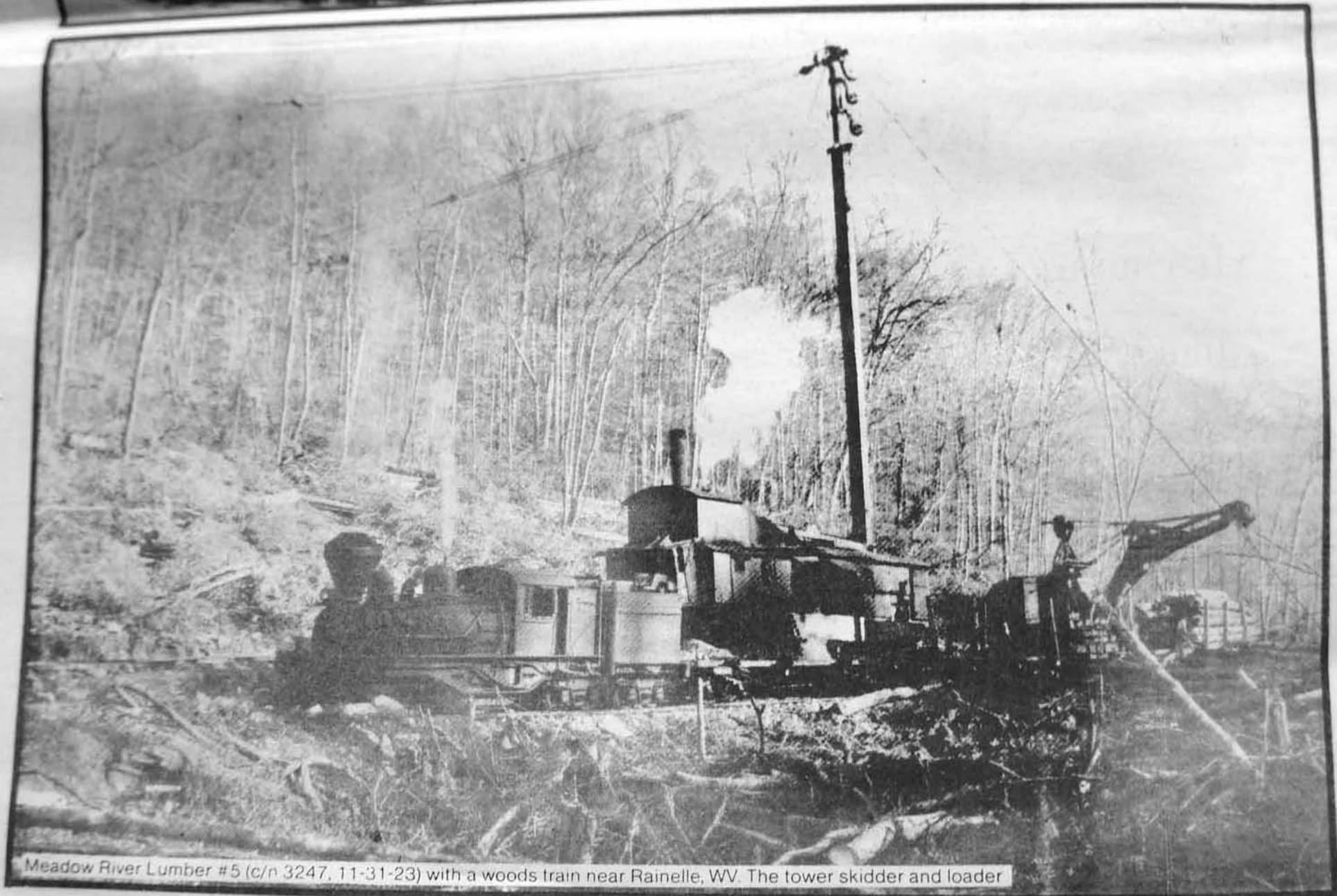


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Meadow River Lumber #5 (c/n 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader



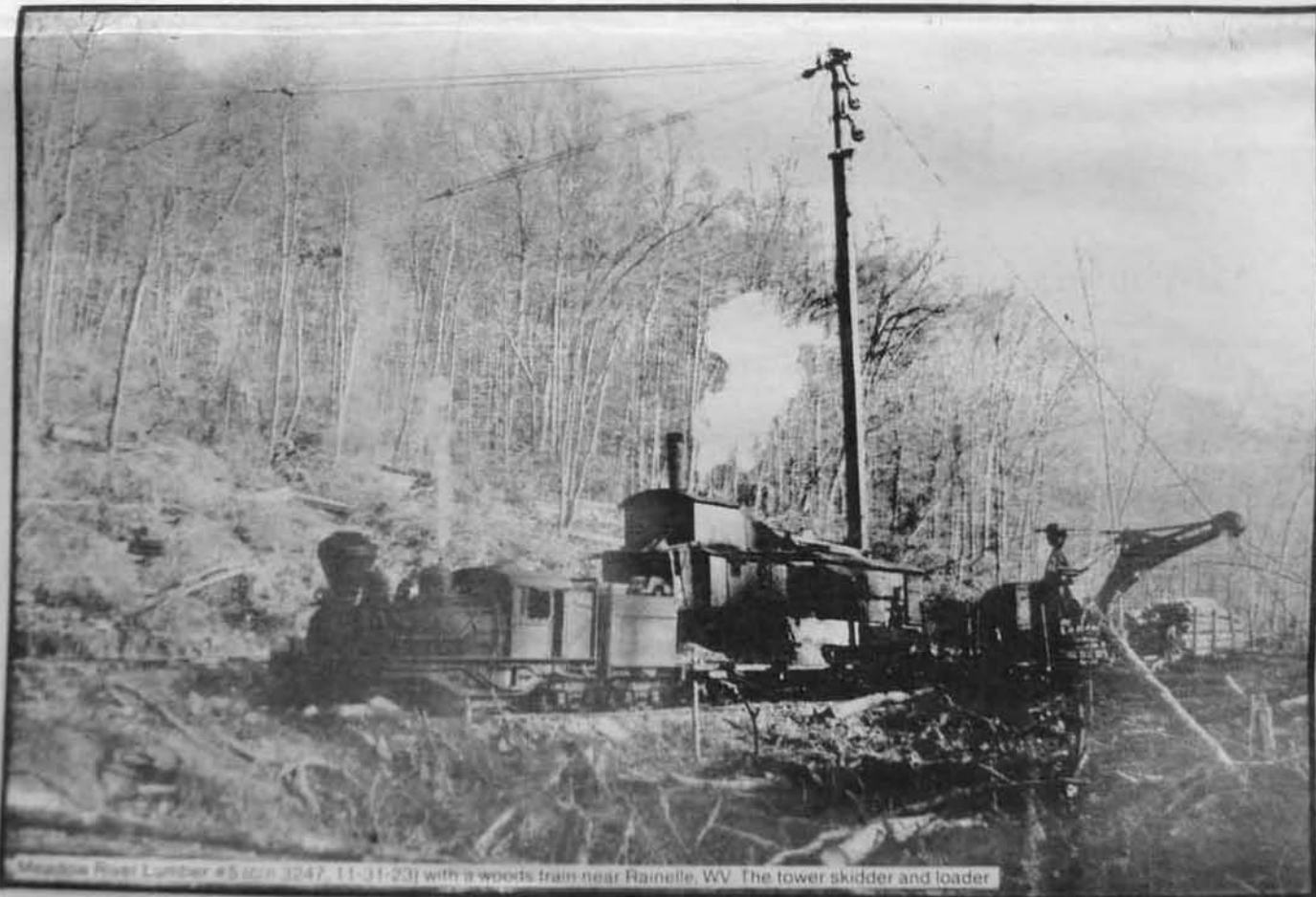
End of the line—Waverly. The depot served the adjacent towns of Thornton and Waverly. The photograph shows the original depot building at this station.



Shay No. 5



SHAY ENGINE, Number 8 at Case Station, Case Scenic Railroad, Case, West Virginia



Meadow River Lumber #5 (247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the process and buying of the Cass Project by the State of West Virginia.

Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffey and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

Shay engines No. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Roncervet to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake.

Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland

Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowstorms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Uppergrade and other parts of the country were sidelined in Webster Springs from 2 to

5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three

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A Trip To Bald Knob

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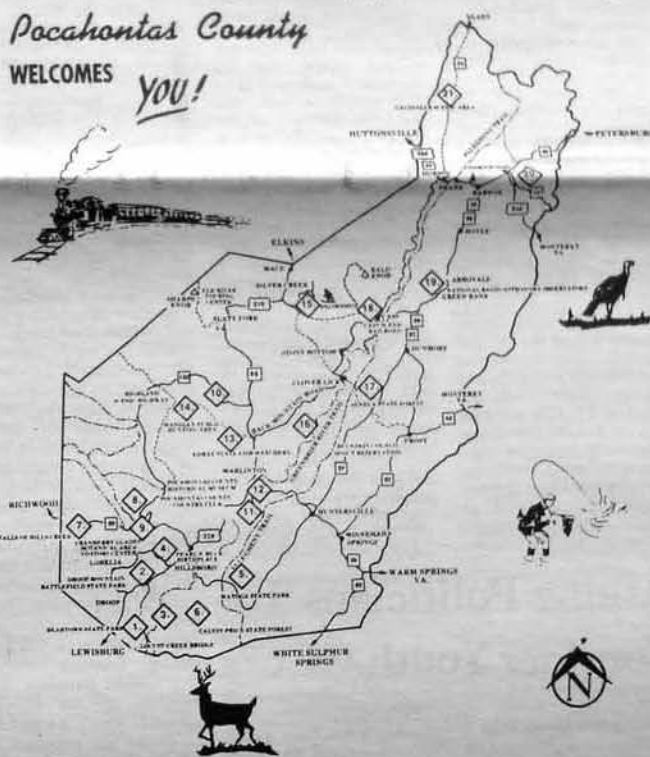
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Spruce, through the scenic wonderland from Bergamo to Slaty Fork, to Spruce. We were honored to have Mr. Unterbach, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crisp, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and, his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pocahontas County

WELCOMES YOU!



Pardee-Curtin Lumber

Continued From Page 6 about anything that you could ask for. The warehouse in Bergamo was equal to a large wholesale house. Potatoes and many food items were bought in carload lots.

The Pardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergamo; George Barnett of Camden on Gauley, Bergamo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

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P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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Webster Springs, Buckhannon Pike

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials allowed during the process and history of the Cass

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffey and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock wood. One of the engine parts

Shay engines No. 12 and (150 ton) were exclusively on the mile being rebuilt in two and sometimes trips in 24 hours. C&O from Roncerv Durbin took 100 c lumber, pulp and bark, from Cass every day to Covi Virginia and Luke

Maryland. Mr. Good was one of the engine this run for remembers the old car and tried to keep him as much as 1. There were so many trying to travel Spruce to Cass dangerous riding cars. Thirteen we could haul and get the switch backs used a brakeman two cars. He supply car and were overloaded pickers in the summer an awful lot during the fall

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As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

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Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Chest Junction from 1941-1946, and that was the last of the buildings at Spruce. Chest Junction was the railroad junction between Shays Fork and Elkins. The stream Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for

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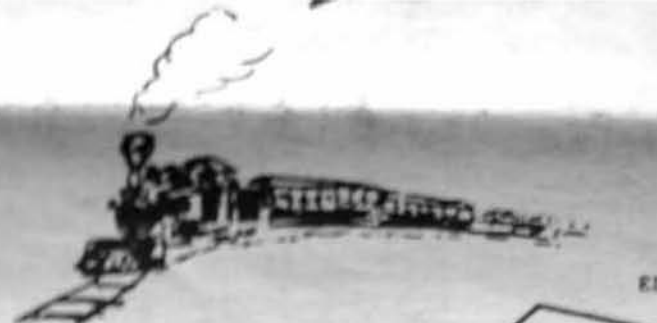
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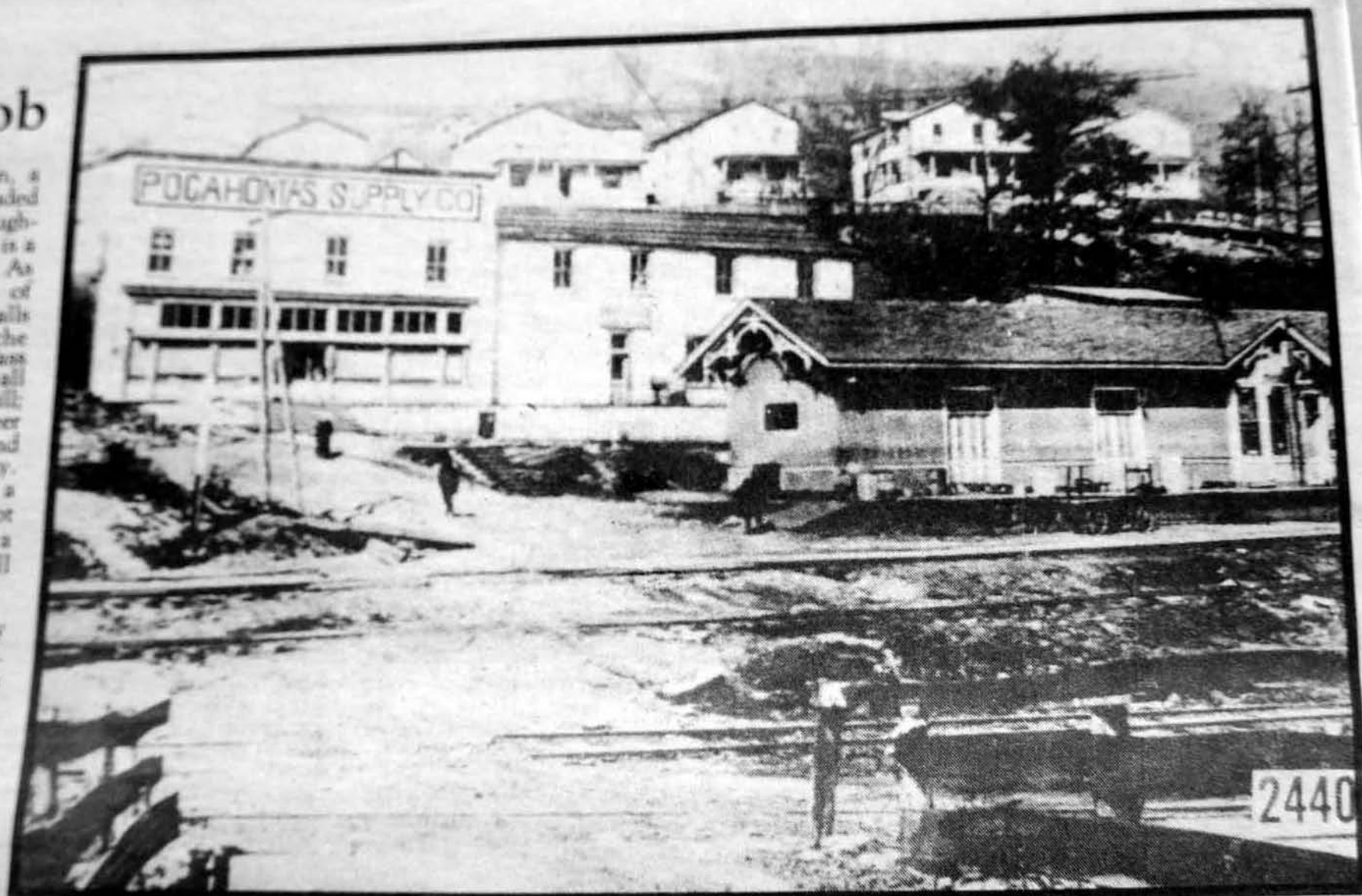


Cleveland, W. Va.
Phone 493-6414

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August 14, 1963

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A Trip To Bald Knob

Continued From Page 7
recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old abandoned railroad of the Mowbray Lumber Company to old Spruce, and the 4 miles through the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day we will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



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August 14, 19

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The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking cameras, emerged under the Rock Spectacular and Bald Knob sign hanging to the locust trees some twenty feet in the air (put there one Saturday evening by "Sheriff" Given and brother, R.K. Given and Pat Ellick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Orf and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

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You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people....I ask your help!

Sincerely,
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by Sheriff Given and brother, R.K. Given and Pat Elsieck). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

Asking Politicians To Consider Youth-CCC's

Continued From Page 9
are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have.

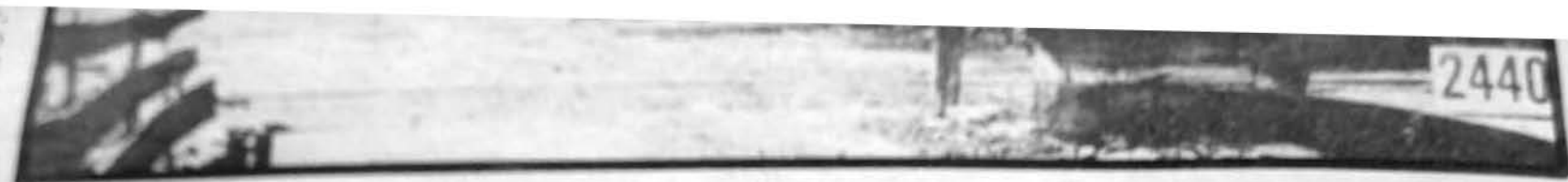
This year, 1965, has seen Sheriff Given attending CCC reunions, talking, writing, begging for the CCC's and unemploy-

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of Job, and the desire to dream with imaginary hopes that he can eventually accomplish something for the well-being of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca—I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

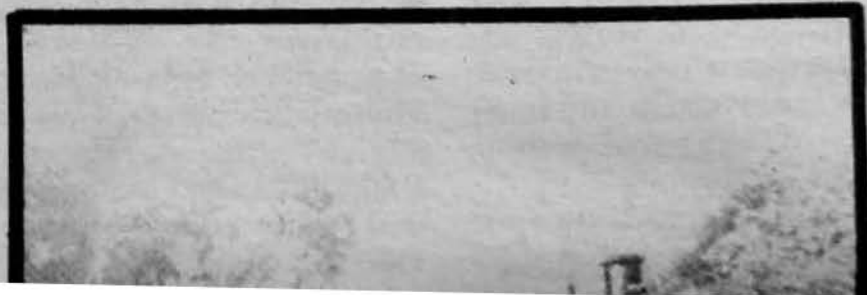
less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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(Webster County Memorial Hospital). I was requested to recruit some planterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through West Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West

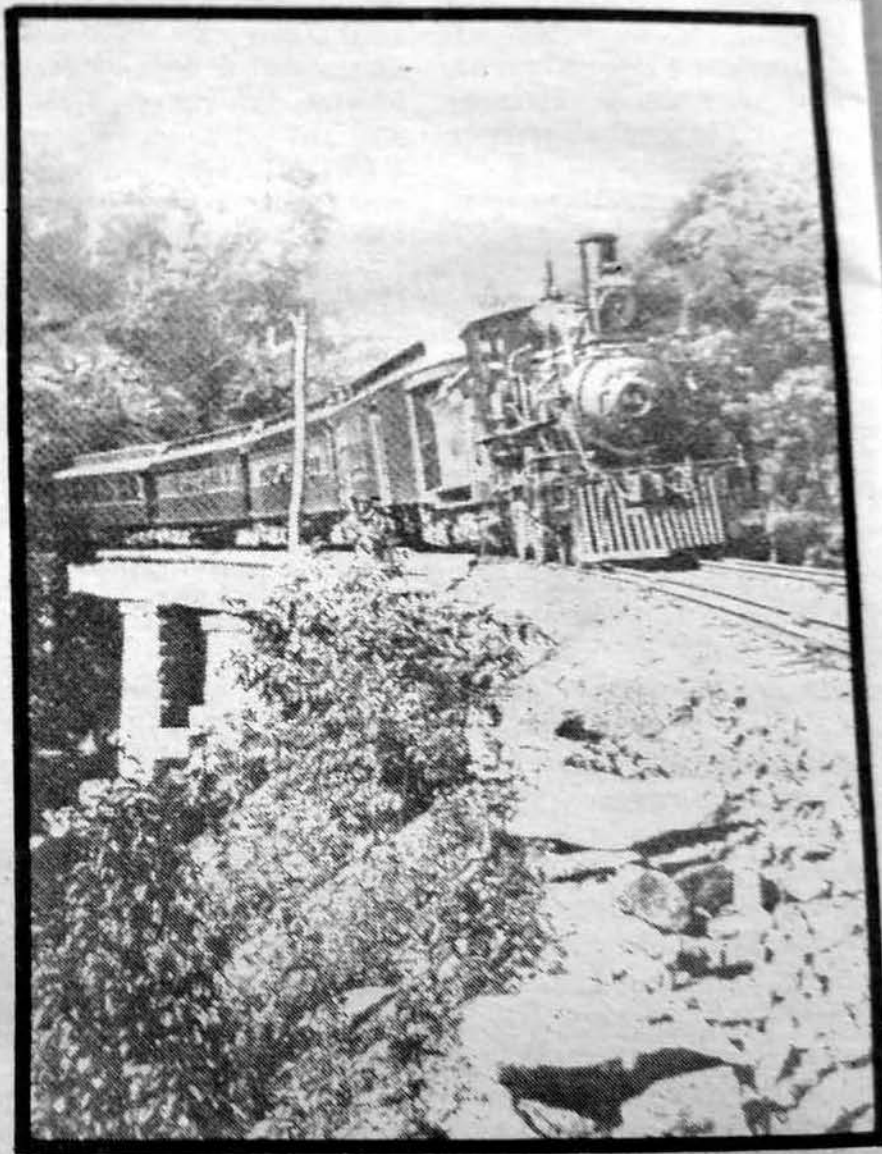
during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago—those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

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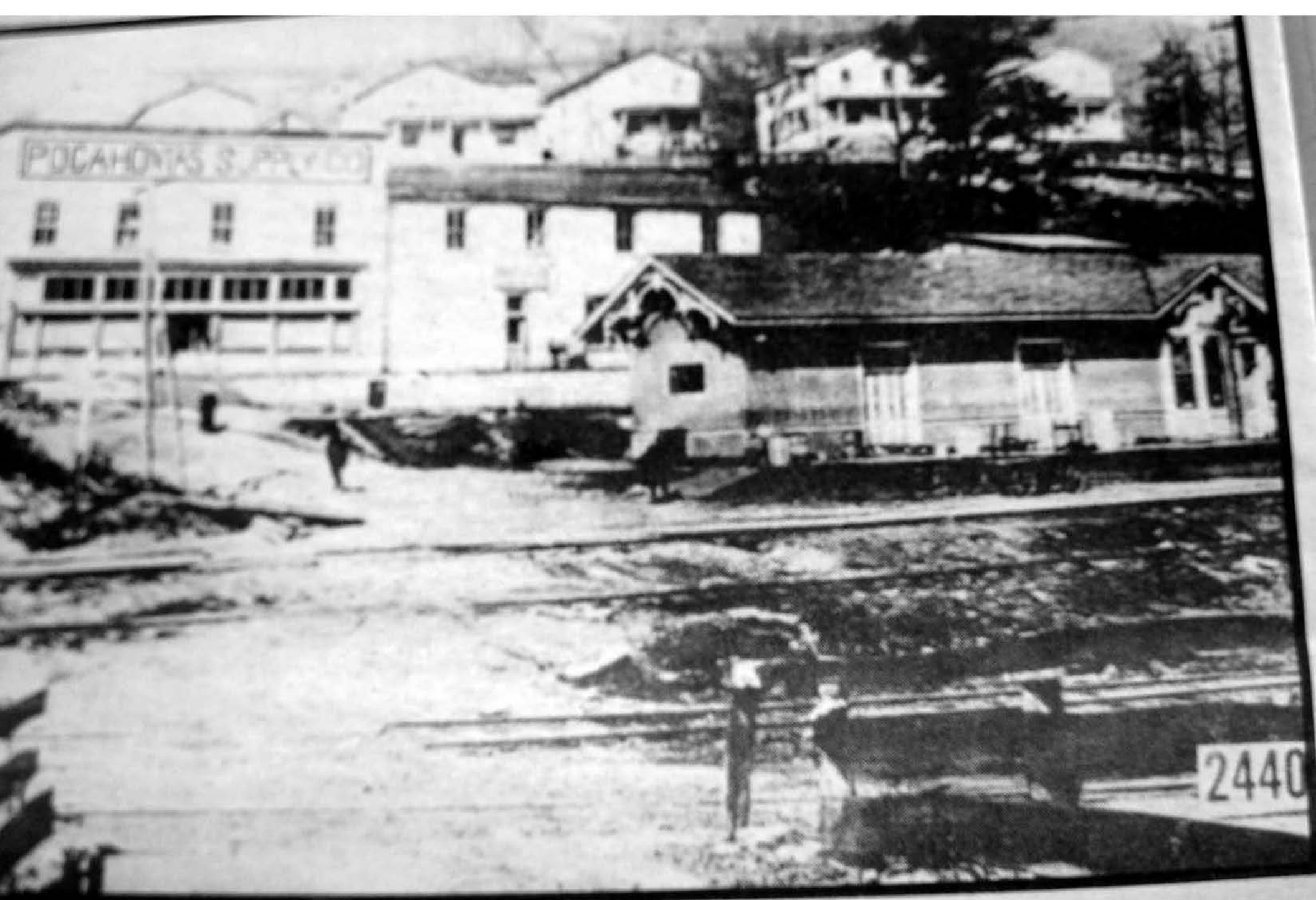
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South Branch Valley Of West Virginia



Engine No. 4 tops the brow of the hill as it approaches the Gum Field picnic area, four miles from the Town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

What A Ride!

Airv. three miles to Slaty ready for o

What A Ride!

I leave Webster Springs May 4, for the tailend of a history making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switch-bucks and 12½ miles of steep grades and unequaled cool summertime weather, caves and outstanding

scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

(I am selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's state-wide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its

people. Six months of hard work was made into reality. I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday. By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jack-knifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and steaming. They are shifting to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass. We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of West Virginia's most popular attractions, carrying tourists and sightseers to lovely picnic areas high in the mountains. This view was taken on the switch backs enroute to Bald Mountain.

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THE OLD logging train and its picturesque route are now one of Oregon's most popular attractions. The train, carrying tourists and sightseers to lovely scenic views high in the mountains. This view was taken on the first 1,000 feet of the trip.

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—Only 86 Miles From Flatwoods To Cass—

Continued From Page 1
like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Copar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

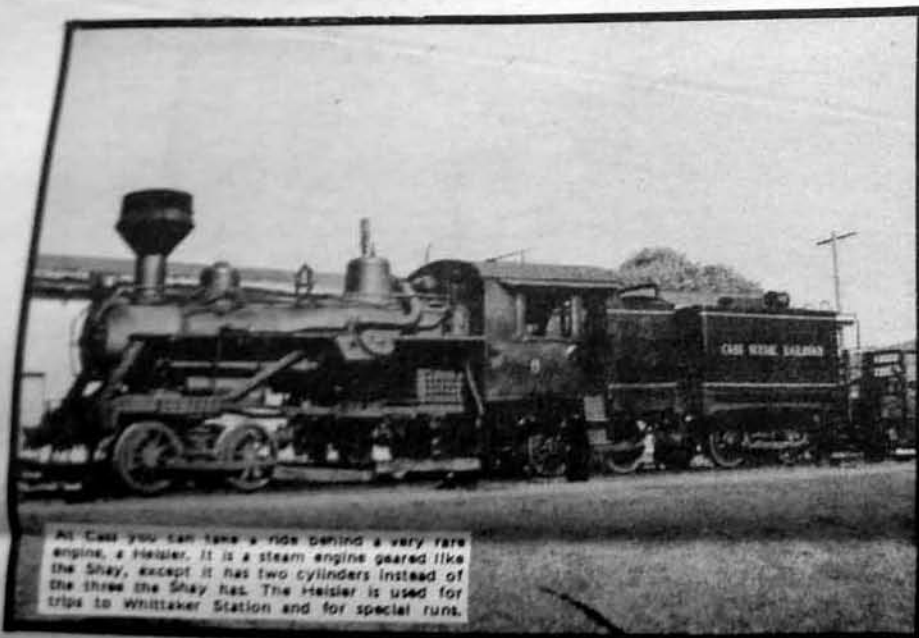
y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful well-kept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950—home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 1½ miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Muri's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then Berger's, a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and



At Cass you can take a ride behind a very rare engine, a Heislner. It is a steam engine geared like the Shay, except it has two cylinders instead of the three the Shay has. The Heislner is used for trips to Whittaker Station and for special runs.

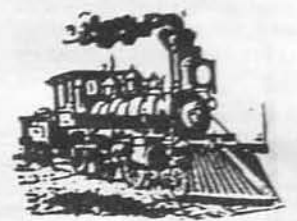
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You are now in
Continued On Page 15



Grafton



First diesel to pull coal from Webster Springs to Elkins.

—Only 86 Miles F

Continued From Page 1
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Newville Road, home of
Tom Gillespie, farmer,
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Richwood. Next you pass
the High Knob Methodist
Church and cemetery built
in 1890 and rebuilt in
1950--home church of
Braxton County's honored
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and 20, and the Webster
Springs Turnpike, at
Cool's Country Store, at
the Diana Post Office
opposite Basil Cutlip
hometown park. Mr.
Cutlip takes great pride
his job as park super-
tendent. You are now
miles on your way to
86-mile trip to visit
Cass Scenic Railroad, an
miles out of Webster
Springs, sometimes called
Puzzle Hole because
Webster's three
mountains: Miller, P
and McGuire. You have
go downhill to get
Webster Springs and up
to get out.

You are now 35 miles
your 86 miles to Cass.
are in Webster County
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seat; 559 square miles
population less than
10,000; city population
939; Mayor Cassand
Given; a small town with
down to earth people.
you enter the city and



Two Woods To Cass—

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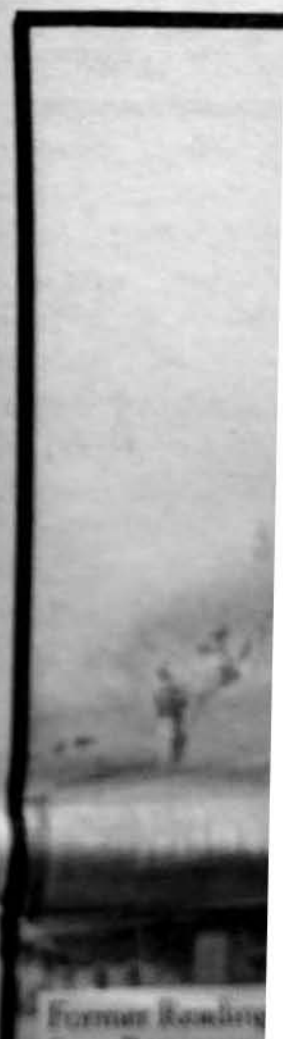
to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat, 559 square miles, population 1,000, 1980; 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Currin Lumber Company a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June.

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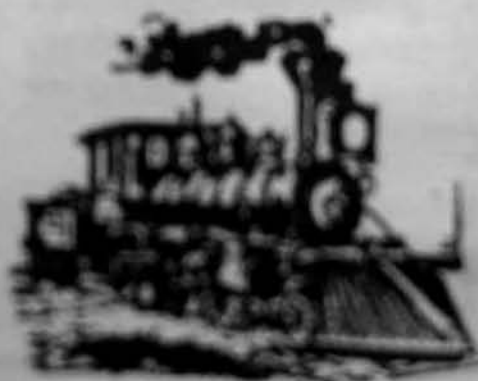
my. Mr. really a n't know round up a big game approach adwaters m, where lly come s ago, a d busy narrow n out of made e B&O out of obung, er and m as trading more, ll over boats s. It is nd Jim place

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You are now in
Continued On Page 15



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Only 86 Miles To Cass

Continued From Page 14
Randolph County, population 28, 734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1 1/2 miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



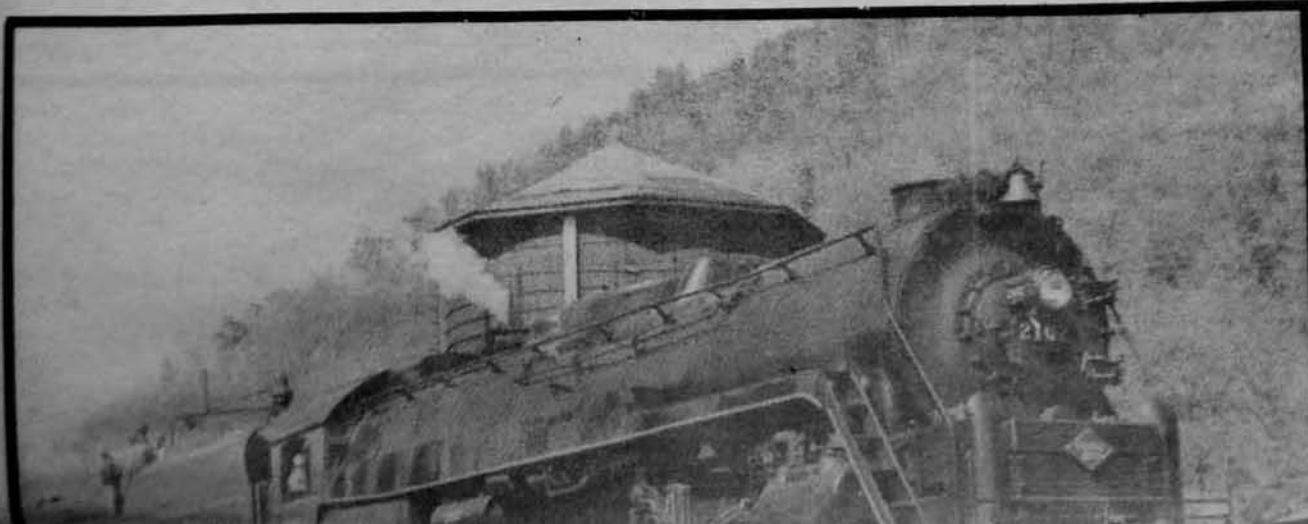
The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from



Only 86 Miles To Cass

Continued From Page 14
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The Country Store

219 and Scenic Highway
#95, one-half mile, you
pass the Valley Head

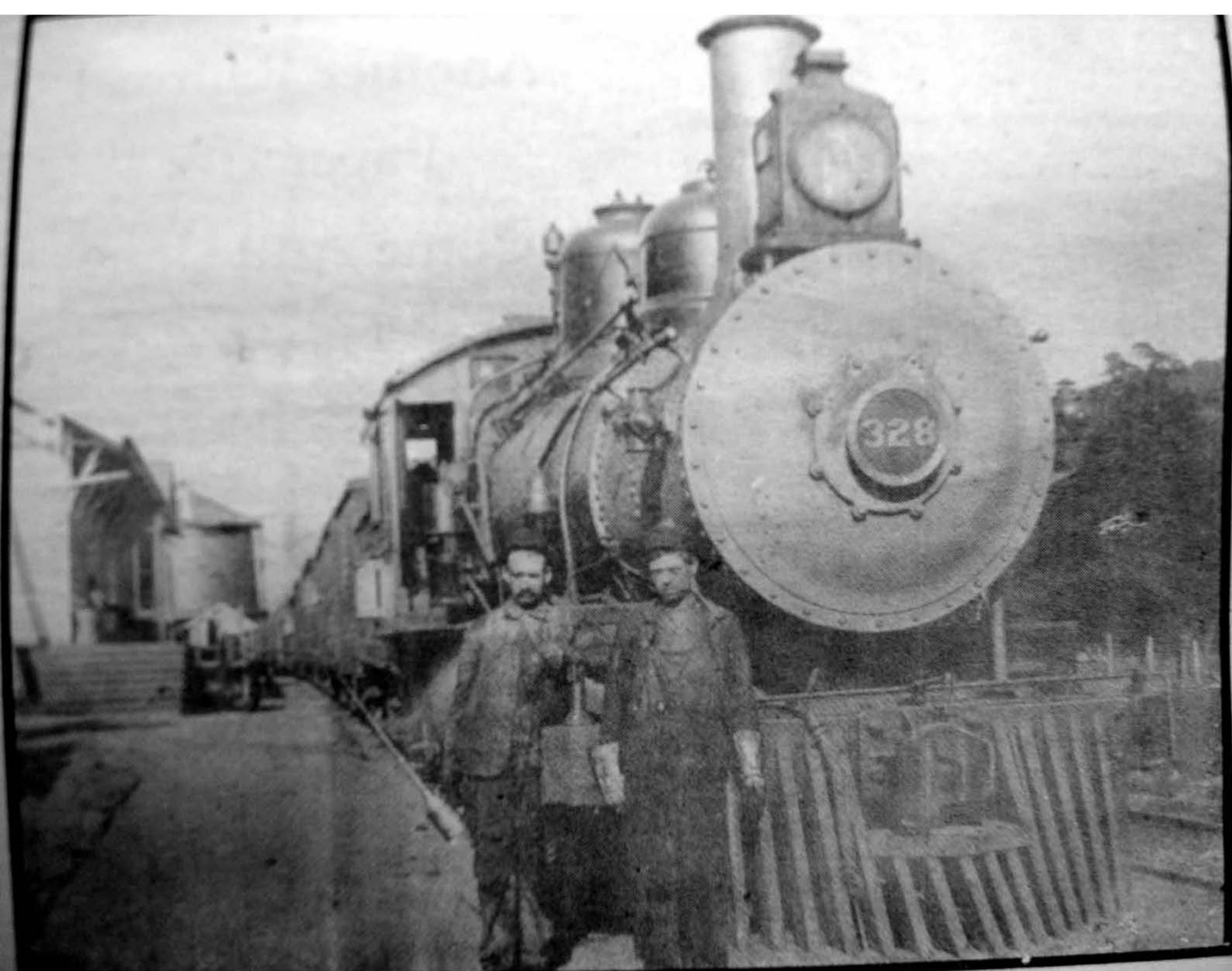
10-12 horses in a field
which belongs to the 152-

information appears in this
paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncove to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker



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The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence (something that made coffee strong, about the size of a can of snuff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. I knew which one used Dutchman, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, ginseng, Mergall—
you bargained and bartered
and the farmer got what he

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head got cold during winter.

Women wear sharp-
pointed high-heeled shoes

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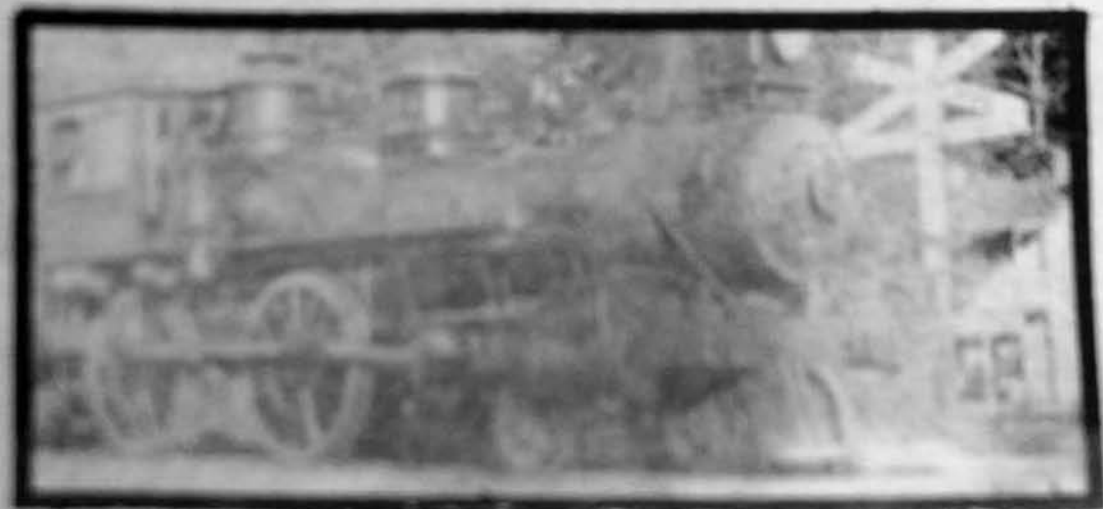
It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head gets cold during winter.

Women wear sharp-pointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dresses up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Sheriff Guen
15091448. U.S. 9th Air Force
European Theater 386th, Sp.,
5th Sq., England, France, Germany
Jan, Dec 1941 to Nov, 1946
Sally Wakes Dawn, Webster
Springs, W. Va. Printed June
20, 1989. W. Va.'s 126
Birthday.

Why don't

Scenic Rail
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This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"


Given, this writer being on my mother's lap. The others are my brothers and sisters.

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James R. Morau
'88

Another Railroad Paper Has Come And Gone

Another all-time railroad souvenir of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26226. Remember a \$15 donation will bring you a dozen copies of this paper by return mail. My

phone number is 847-5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your own library, Bible, or attic. It could be useful in the years ahead.

Thanks,
Sheriff Given

lap. The

Birthday.



Another Railroad Paper Has Come And Gone

Another all-time rail phone number is 847-

**sunday
gazette-mail state
magazine**

Charleston, W. Va., Sunday Morning, Aug. 11, 1963 Sect. M.

Bright Day at Marmet Hospital
page 6m

The Booming Business in Cass
page 4m

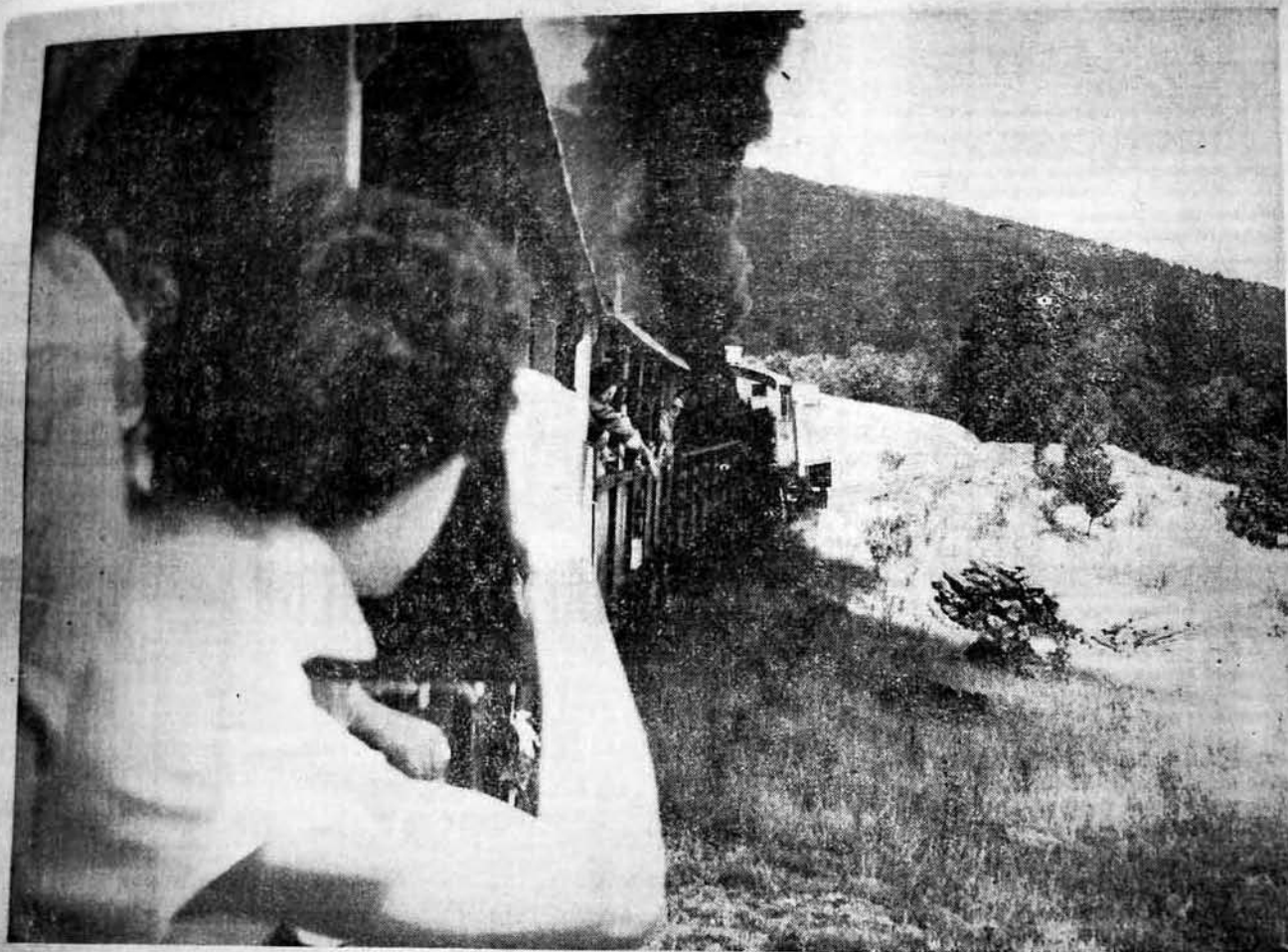


Ricky Edward Gresh of Cass

Photo by William C. Blizzard

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As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Thine faithful servant to the Cass Scenic Railroad

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development

THE BOOMING

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Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial land shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 13, 1963. Five days before the state's 100th birthday, The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,338 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railroad fares were collected in the amount of \$2,265. There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob; at least two feet the second highest peak in the state. Hoped-for trucks from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Enthusiasm has not been appreciated.

A black and white photograph of a large, multi-story building, possibly a school or institutional structure, with a prominent central tower and many windows. The building is surrounded by trees and a paved area in the foreground.

Scenic railroad is keeping everybody busy.

THE BOOMING Business in Cass

THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

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There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

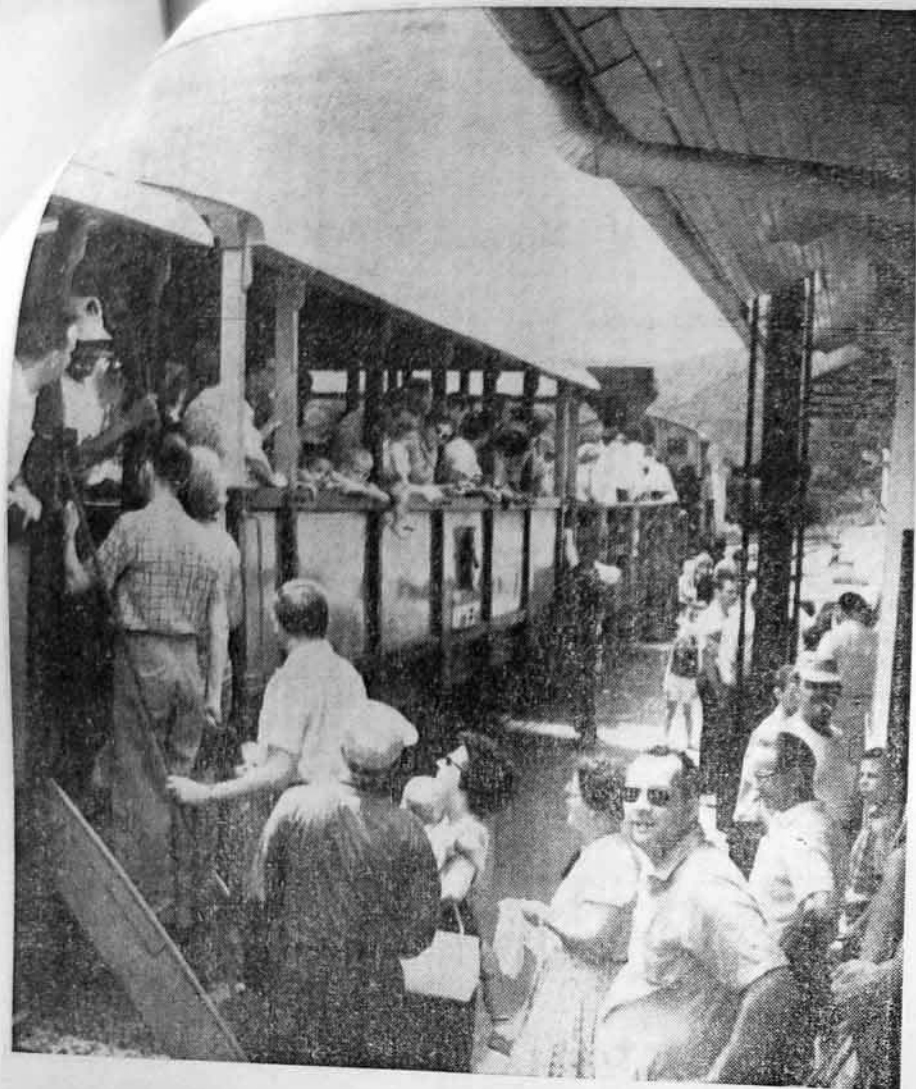
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu community, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public overnight ac-

SUNDAY GAZETTE MAIL



commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:



Blackhurst's stuffed animal museum at Cass is popular spot.



WSCS ladies prepare refreshments to sell to railroad tourists.

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$1,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton however, wrote a complaint, and these were his exact words:

"I dinnet see no hares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smoky

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

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"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers" camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

stranger, just shake his hand and introduce yourself. We don't want any trouble."

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At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

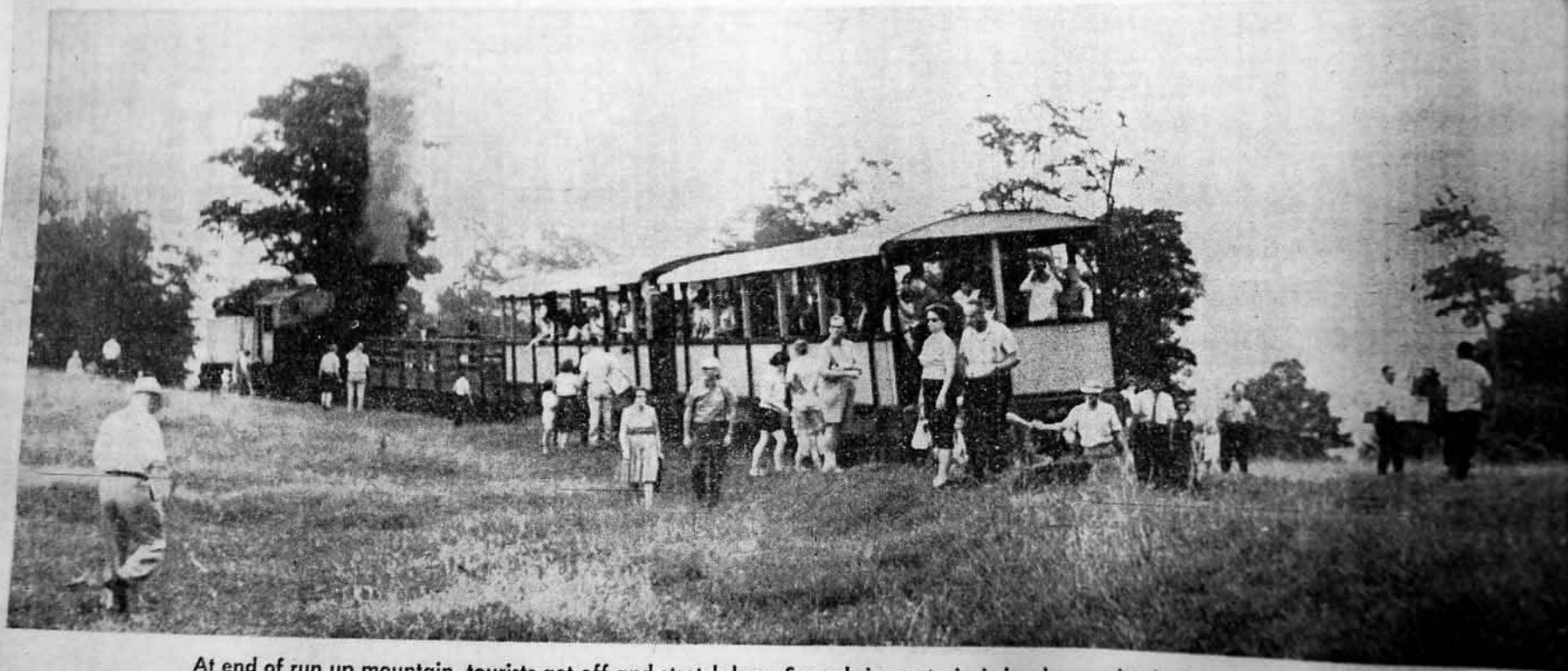
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The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton however, wrote a complaint, and these were his exact words:

"I dinnet see no bares."

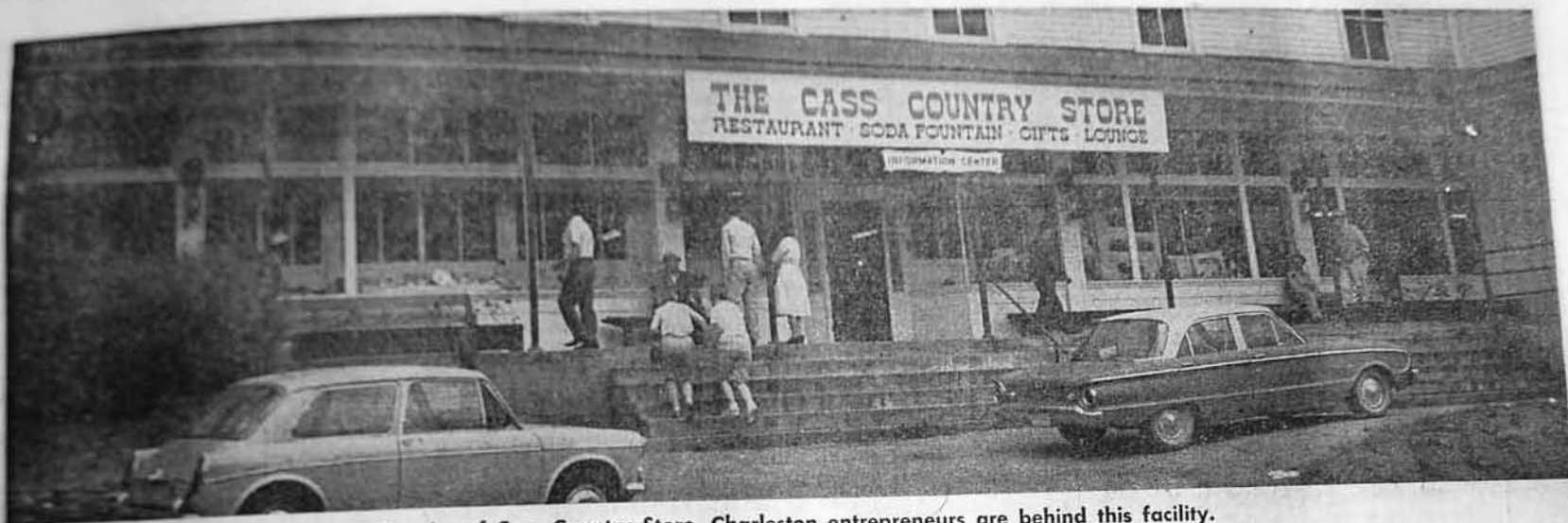
Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

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Local church women helped out night after night with pies, cakes, and sandwiches, but the demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and perspiration accumulated during the two-hour train ride, there was plenty of running water—no wailrooms, just running water. You had a choice of Leatherback Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, clinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked in.

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It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenic Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

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At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

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Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

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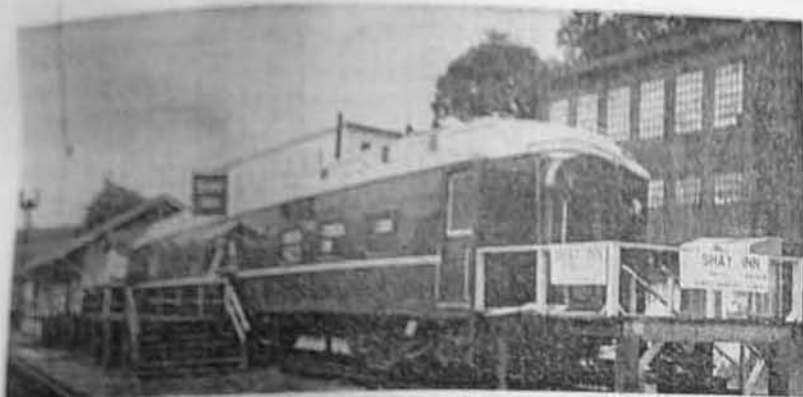
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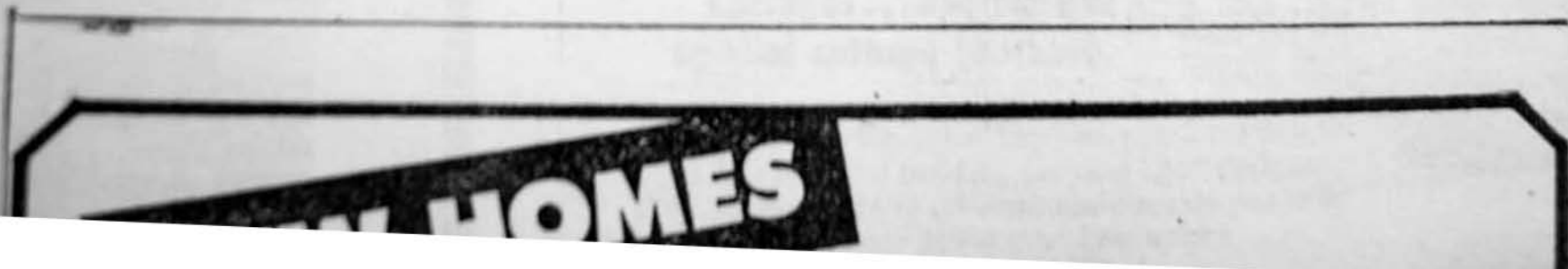
NEW HOMES

You furnish the lot -
we'll furnish
everything else!





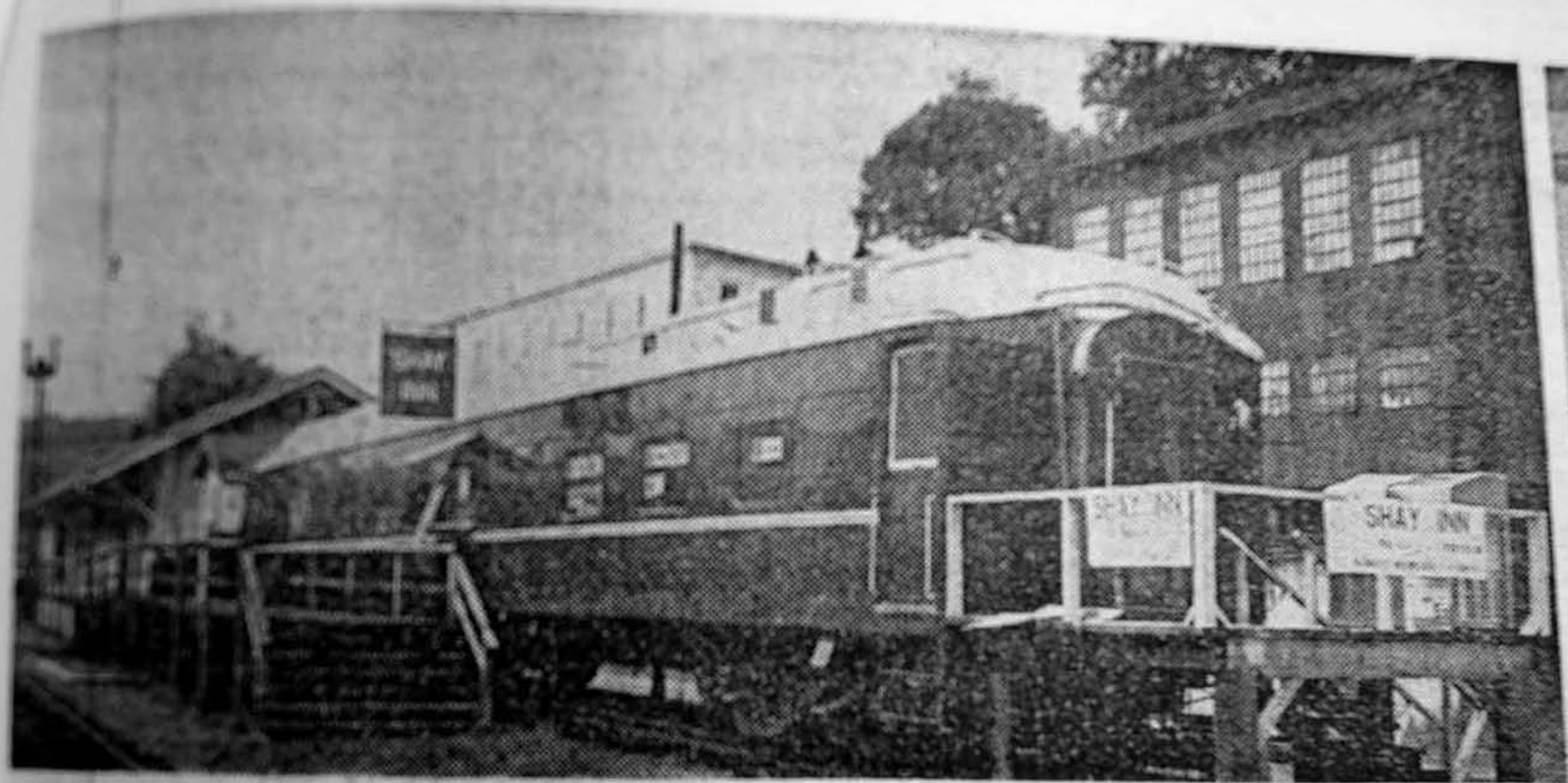
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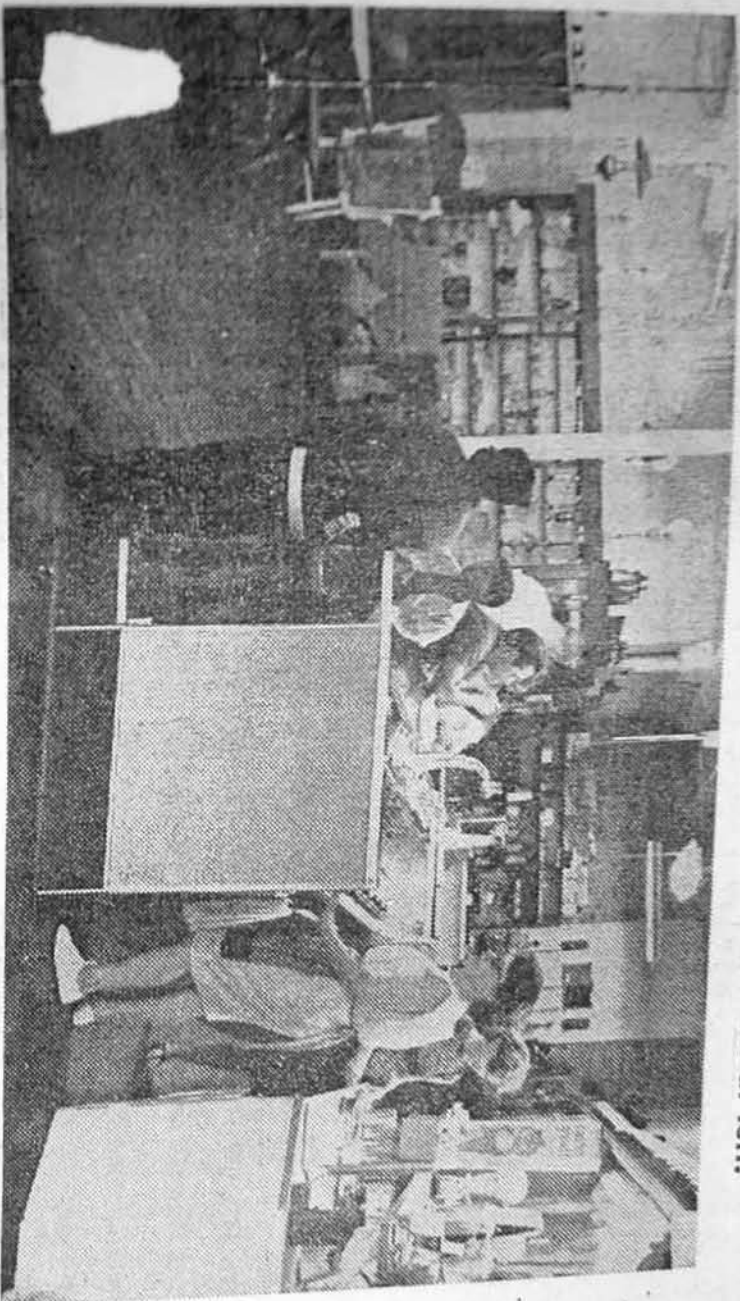


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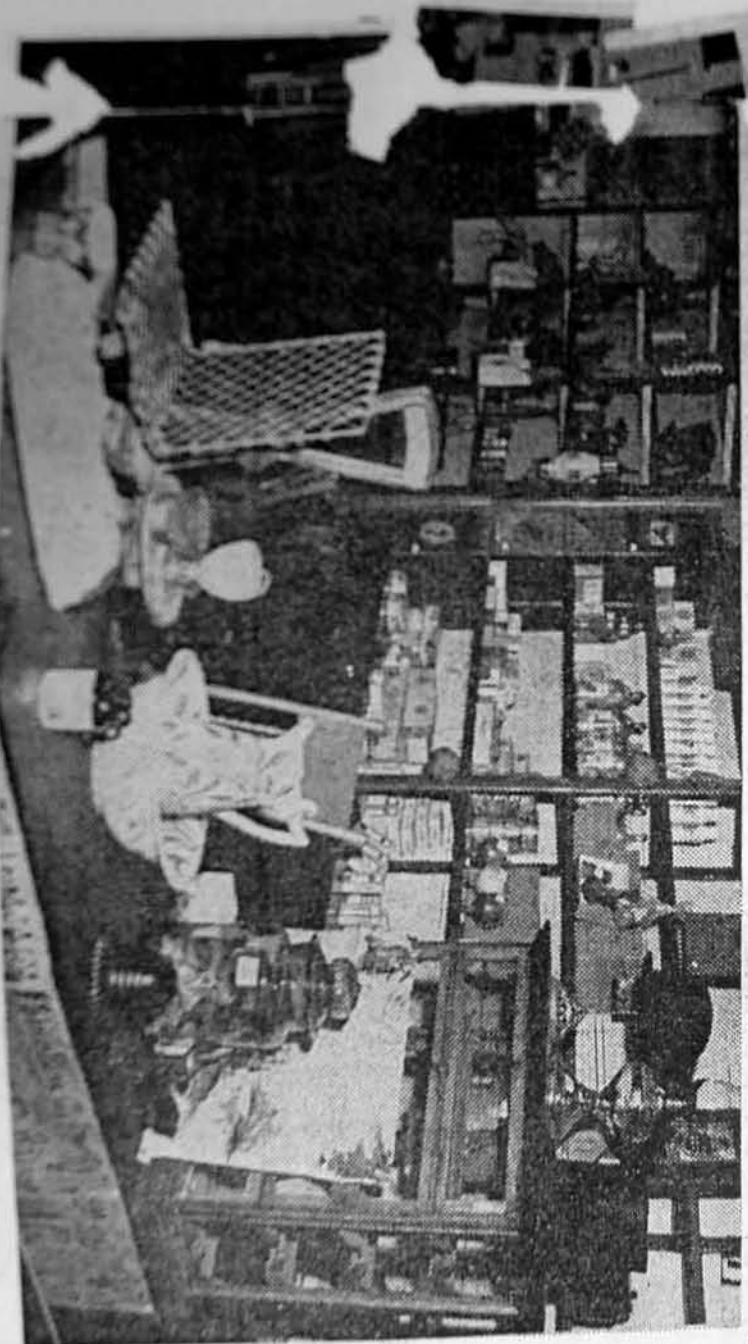


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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

*Built for mountain climbing, it's slow,
mighty slow on the overland trips.*

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Railroad, this season hauling 36,657 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee, managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAIL



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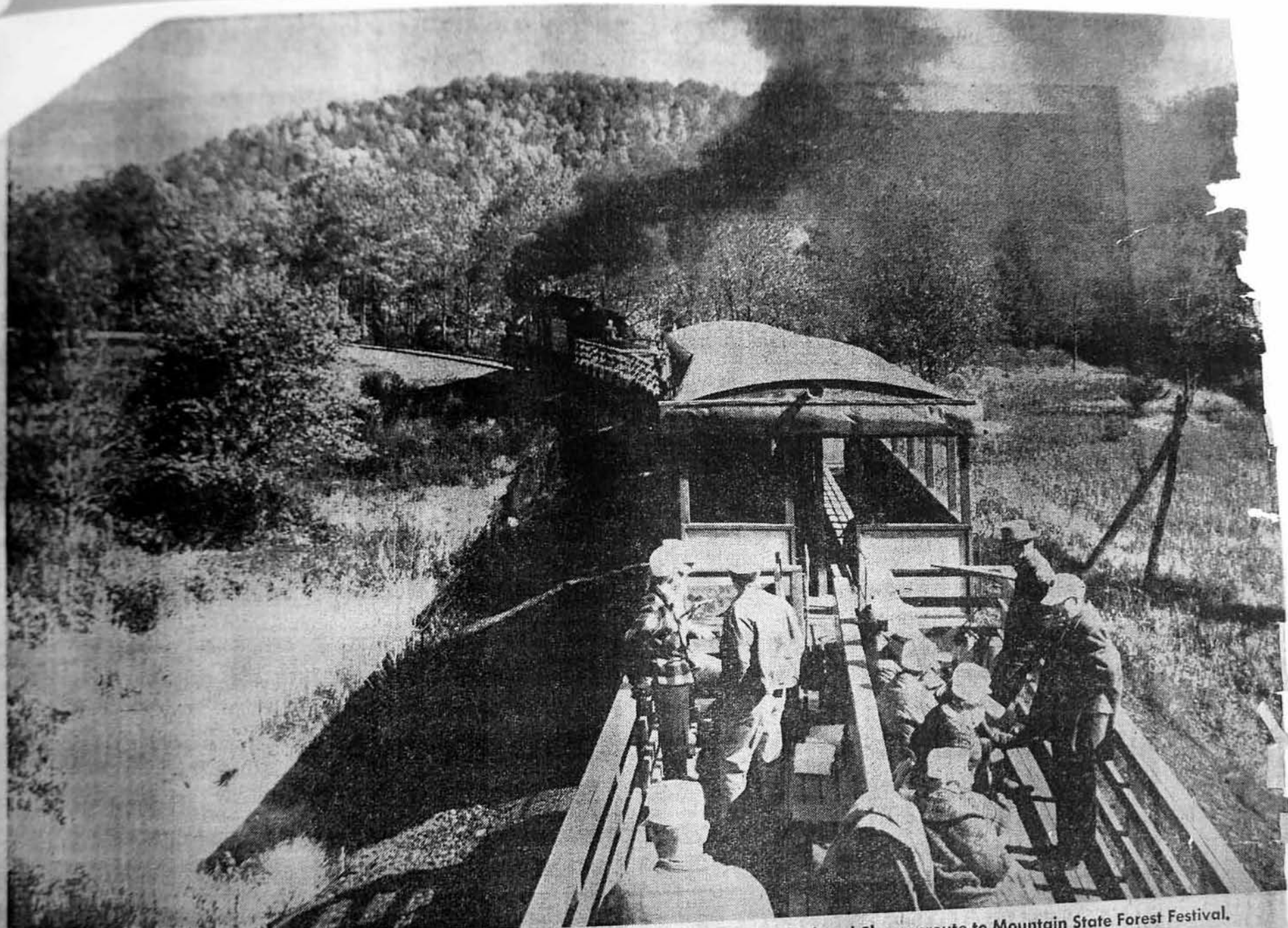
The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

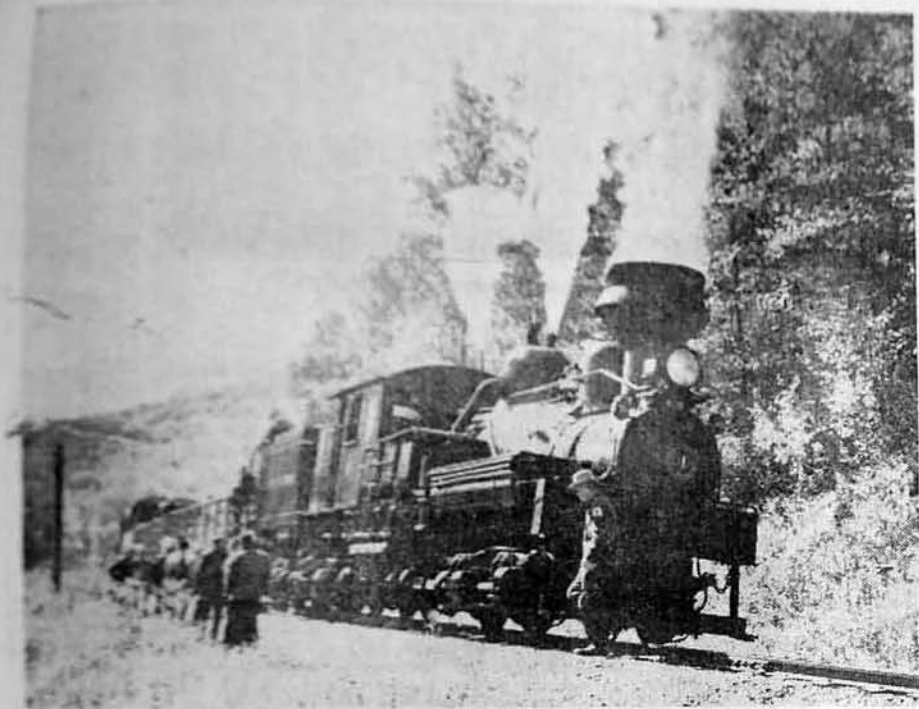
Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

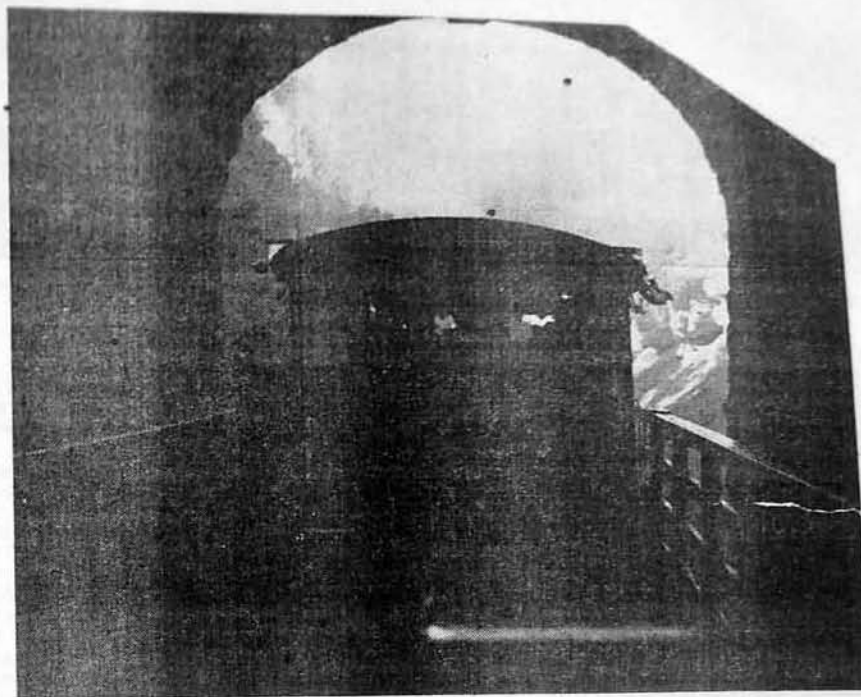
SUNDAY GAZETTE-MAIL



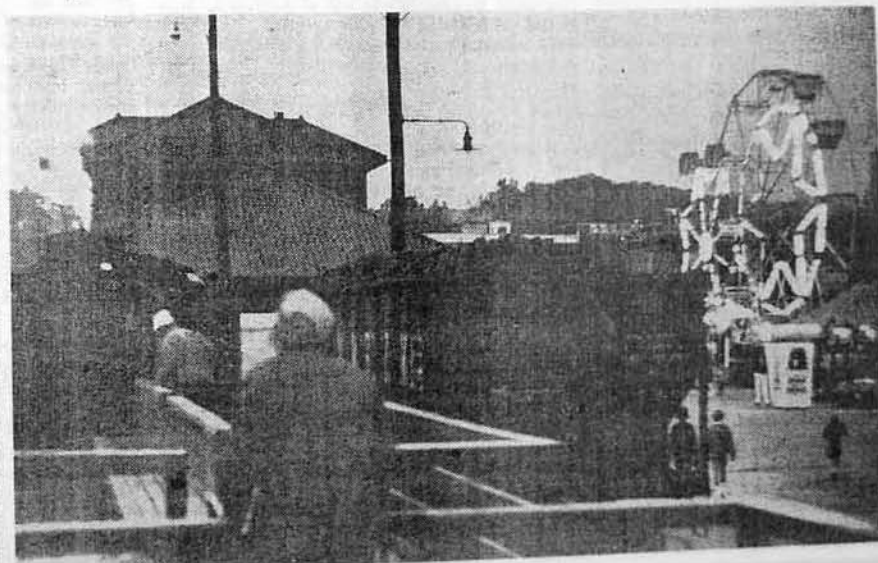
Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.



Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2761st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

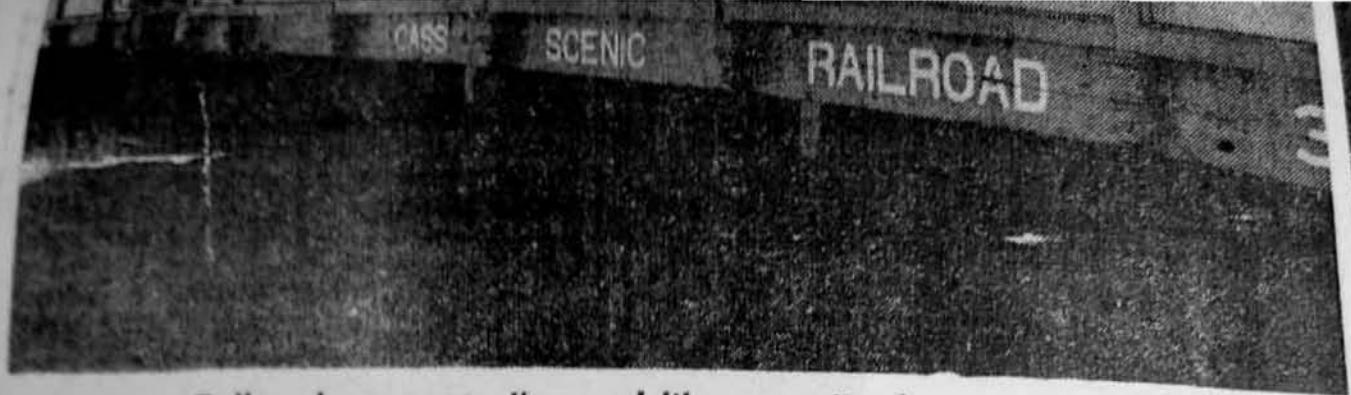
Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.



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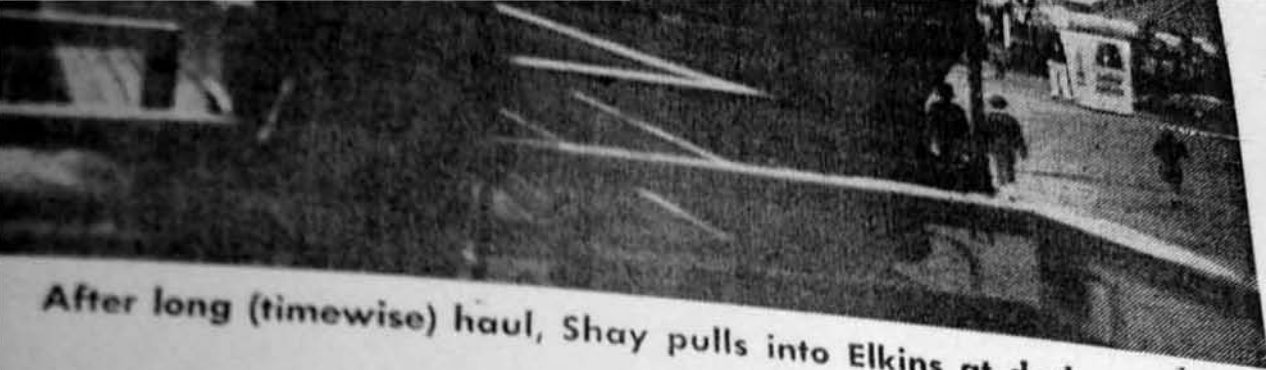
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A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mewer Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and \$150,000 (later boosted to \$186,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 74 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

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Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

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Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

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The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

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Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.



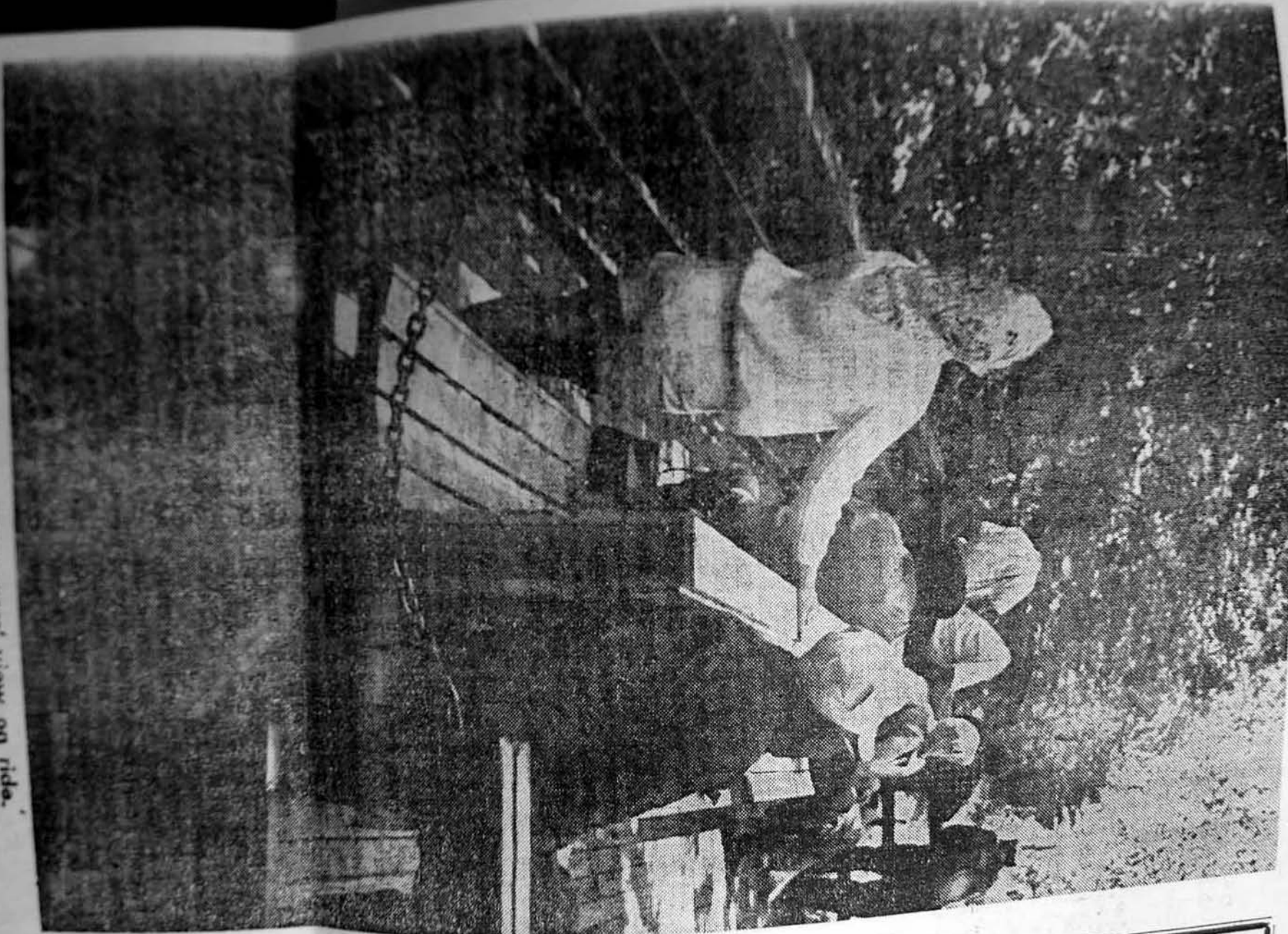
FREE ★

IN **SOUTH CHARLESTON**

*Your choice of two
handsome bonus gifts
for saving at*

**DOLLAR SAVINGS
& LOAN COMPANY**

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A view from the car shows passengers' view on ride.

STATE MAGAZINE, JUNE 14, 1904

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The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put

committee's cost estimates and development possibilities. The summary was presented as aid to the Joint Committee on Government and Finance preparing this original recommendation.

The committee has made attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (so shops, etc.), but has confined itself only with the direct employment to be provided for operating personnel.

There currently seems some confusion as to the and relative merit of the proposed purchase of the Lumber Company railroad, Cass, W. Va., as a tourist attraction for tourists.

Wrong Report

In the first instance, prices heretofore reported in newspapers have been inaccurate as the actual investment detail. These costs are based on formal discussions with present owners of the railroad and right-of-way. Investment costs are much more than the figure which the committee would be able to develop the railroad as an outstanding attraction. Any improvement, however, are subject to judgment, depending on how far one would initially carry the development. If, for instance, a railroad is built to the one at Blair or those at other locations, it would be much better. However, we believe

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

mond in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets eulogized out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes

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One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of the war. He contended,

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contended, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words, the Republican Party dug up old war issues in order to win votes in the North — and this was deplorable. Indeed it was deplorable. But the good Dr. Chitwood could never see that the South has also been "waving the bloody flag" every minute of every hour of every day of every year since Appomattox. Today they seem to be waving it even harder than ever.

If West Virginia's part in the Civil War was "insignificant," then what about the part played by Tennessee, Florida, Texas, Arkansas and North Carolina? We dare the Centennial celebrations to all those states that their parts were of

top of Bald Knob. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the West Virginia Pulp and Paper Co., when that company's main holdings were at Cass.

Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre
Wooded Area \$100-\$150 per acre
"Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could secure the necessary land to develop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

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The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and public

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers which it will appear, an

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ers to both sides.

Sometimes we feel that we
would rather have been hanged
beside John Brown than to
have been born in a State which
is ashamed of its existence; one
which has no honor, loyalty nor
fortitude; one which teaches its
children to be ashamed of it and
all but directs them to leave it.

Tail-endism will continue to
be West Virginia's lot until
that day when we achieve some
degree of unity, loyalty and self-
respect.

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swer in that paper.

All my love,
"G"

Lobban Funeral Home

Service since 1900
Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-3-3141
Alderson, W. Va.

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JANUARY 14, 196

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What to Buy

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The engines and the mill require some improvements to connect a logging railroad everying time. The cost is prohibitive. The estimate of the operating costs, estimated discussions, mentioned that the mill properties would be appraised for approximately \$100,000.

of-way and land on is owned by the Mill Company and would at the follow-

\$100 per acre
\$200-\$150 per acre
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Forest Preserve
Mills Pulp and Paper
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early development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

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HILLBILLY

PAGE FOUR

JANUARY 14, 1961

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the

committee's cost estimates and development possibilities. This summary was presented as aid to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible attraction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

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would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened and intimidated Virginia Dele-

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Panhandling

BY JOHN W. BARGER

In spite of any indication, we are going to have a rough winter here in the Eastern mountains. On Sunday, Jan. 11, about a foot of snow fell, and there has been more on the ground and snow on our driveway ever since.

In the morning, on Jan. 4, a strong wind is whipping snow all Allegheny Front across the valley in back of the house. The thermometer was at 28 when it 7:30 and has dropped to 22 in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the line in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have hardened; tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

In other words, we're sick and tired of this weather and already look forward to the coming of spring.

Reads The Letters

One department of every publication that we always read is the "Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

The capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

date them.

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of \$8.00 per

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat-cars (plus stock and parts) -----	\$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob -----	25,000.00
Improvements of railroad and rolling stock -----	80,000.00
Park area on Bald Knob -----	25,000.00
Other improvements (station, engine garage) -----	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc. -----	40,000.00
TOTAL -----	\$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ton to the state, thereby requiring \$196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .01-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an

average of 70 passengers per day. The cost to each passenger would be \$3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

Winner of the Seventeenth Summer Literary Competition

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The Letters

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1-Supervisor	100.00
10	\$688.80
Coal (24 1-2 tons at \$8.00)	196.00
Material and Supplies and	
Minor Repairs	200.00
Insurance	39.20
Food	130.00
TOTAL	\$1,254.00
Less: Income	
70 persons per day @ \$3.00	1,470.00
per person	
NET	\$ 216.00

...present owners. The value to
the owners, however, is not
directly in proportion to the
value the railroad would be to
the state and its development
program, and we believe the
attached summary of initial
costs would certainly give the
owners a fair return on their
investment, and its value to the
state, at these suggested costs,
cannot be measured in cold

...dollars and cents only.
But what should also be con-
sidered by the State in estab-
lishing a value would be the
number of persons to be em-
ployed, and the aid to small
local businessmen such as hotel
owners, service stations, rest-
aurants, stores and the like. Of
course, any aid to business such
as these have a direct relation-
ship to the economy of the
State which would be derived
in the form of Consumers' Tax,
Business and Occupation Tax,
gasoline tax, hunting and fish-
ing fees and the like.

...The State of West Virginia
has at its disposal in the area
of the Cass railroad the herit-
ages which have been the trade-
mark of West Virginia in the
past and also those that are
playing an important part in
the future of the state. The
heritage of the past—an 1880
model steam locomotive lum-
bering up the side of a moun-
tain to a peak unequalled in
height by any railroad in the
eastern United States. And just
a short five miles from the

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JACQUELINE REED

*The Morning Side
of the
Hill*



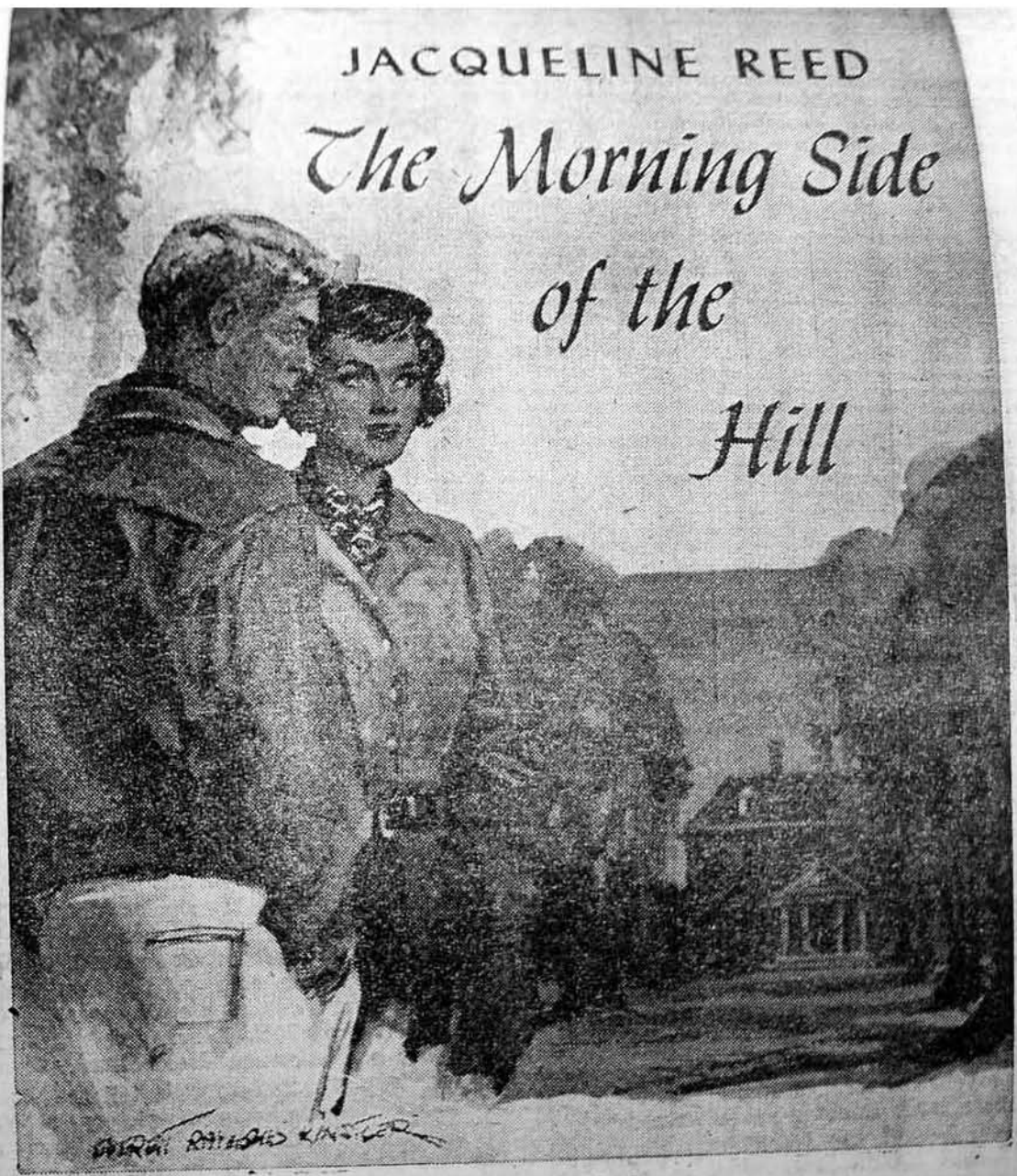
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me in an elevator and the
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Most TV commercials are dull
and insane, apparently aimed
at a three-year-old mind, judg-
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Betsy. But the two we have
mentioned might even sell chow
mein and Pontiacs.



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Preview of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

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The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past

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Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

Spoken for the only state that can own an up Hill railroad.



The WEST VIRGINIA

SINGLE
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25c

Hillbilly

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

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There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

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(From The Charleston Gazette)
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The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koonitz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a state scenic attraction for tourists to the event of purchase by the state.

Legislative offers totaling a million of \$294,110 were sent to the committee by Koonitz. The sum represents the purchase price for 13 miles of railroad, an extensive third area, an old abandoned state income tax and certain additional equipment, including 14 cars, 10 engines and 100 feet of track.

The offers were made by representatives of at least three principal owners who would be interested in the deal. They are Mower Lumber Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a wealthy "southern bank," is planning to purchase the railroad.

(From the Page 14)



Pictures

On

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and on

Page 8

Made By

Mr. and M.s.

William E.

Barrett, Jr.

Of Arlington, Va.

Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

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that I found out my info on the Twentiethe.

I was probably misinformed here several years ago in helping to get the 100 started. With subsequent trips with the Twentiethe from the Twentiethe to purchase equipment from the EXT at cost. I think the idea in abandoned and then trips and discussions on the Twentiethe man finalized the decision. Mr. Wilburn to continue the operation of railroad. Now let's see what the Twentiethe, to follow through with the Mr. Wilburn was up until the line was officially abandoned track was never been up there and still is the operating West-Twentiethe and should go on a S.C. or S.W. and next week's first weekend in November is the end of year. You can also compare the Twentiethe with the Cass outfit has over the EXT.

(Turn to Page 8)



SINGLE
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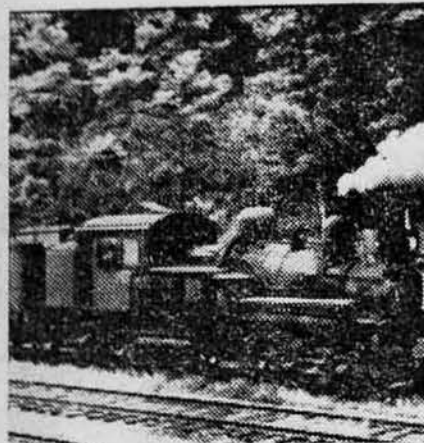
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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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Hillbilly

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

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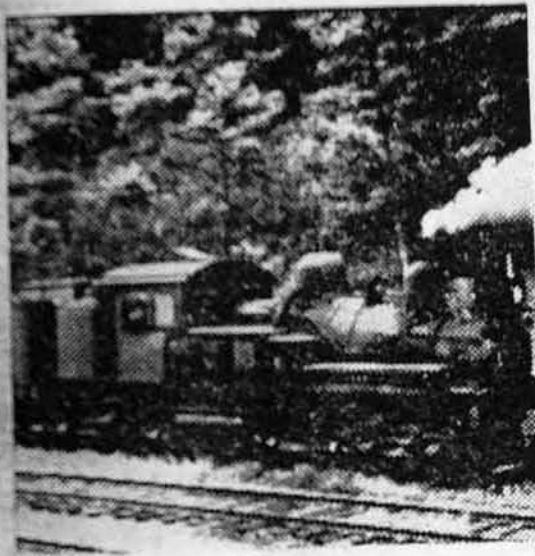
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Let's Save the Railroad!

RUSSELL BAUM MAKES PLEA
FOR "EASTERN" PRESERVATION

From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber"? How many people have gone through an honest to goodness saw



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



Brakeman Barclay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go that down the years. It will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

itage of all — our human heritage.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber"? How many people have gone through an honest to goodness saw mill?

Last year in Longview, Washington, I went through the Weyerhaeuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

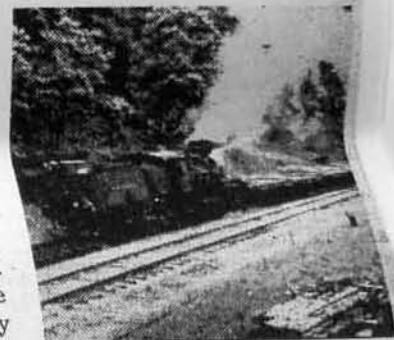
We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.



Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1881, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum



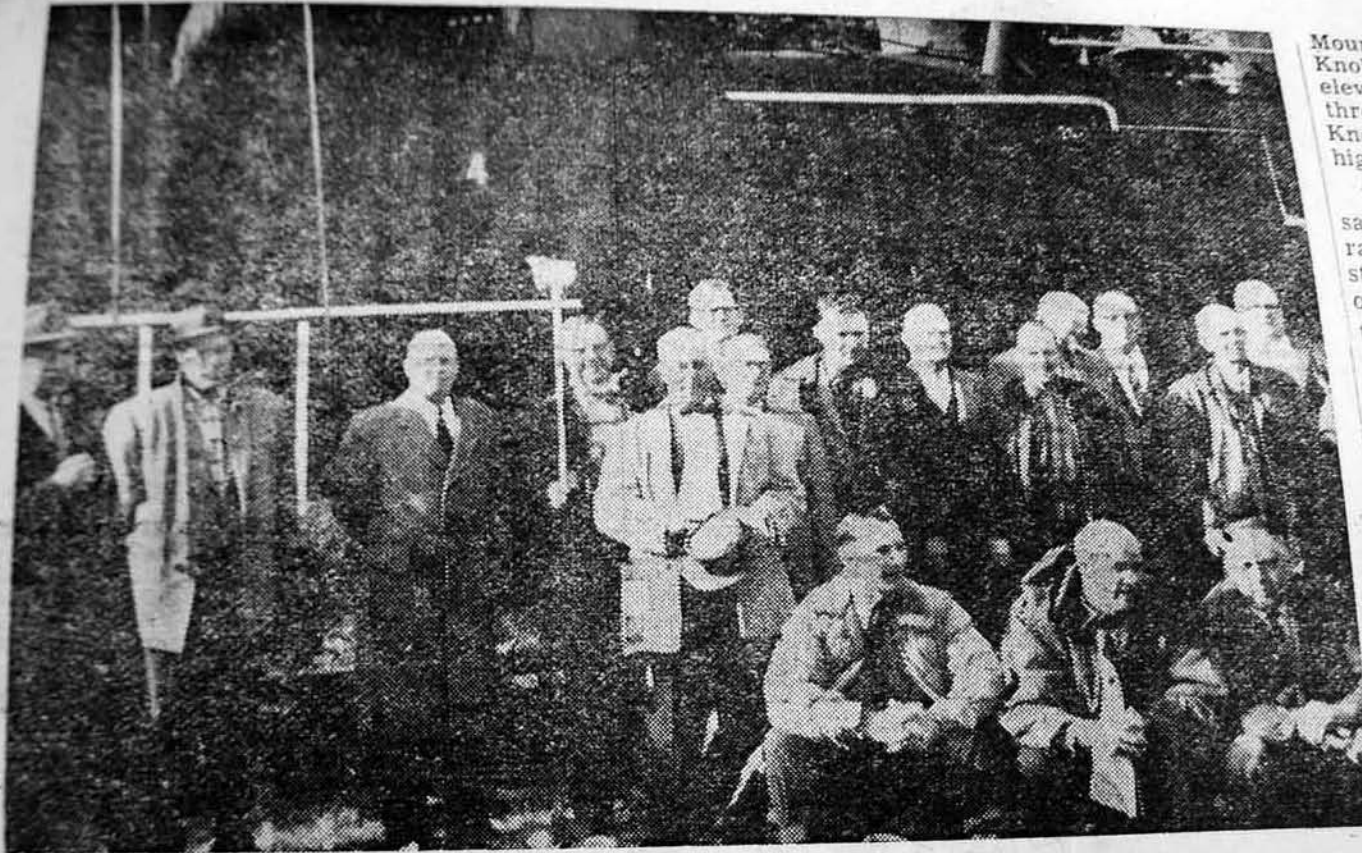
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People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in the state. Any suggestions along this line from readers?

NOVEMBER 12, 1960



Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet hi is within the cavern near railroad.

THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yokē, T. G. Matney, and Herb Schupbach.

Cass Train Report

(From Page 1)

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Co-Chairman Harry R. Pauley (D-McDowell) pointed out that the Government and Finance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

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House Speaker Harry R. Pauley (D-McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Run up Cheat

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase.

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.

Lane expressed only mild enthusiasm for the development

of the Cass line but told the committee that his department would be glad to operate the scenic line if the legislature followed the committee's approval and "give us enough money to run it on".

Listing some of his objections to the project the Conservation Commissioner noted that the town of Cass was almost inaccessible to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a siding and the Cass Railroad would

be in business, at a fraction of the cost estimated by Director Lane.

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down".

"We propose to hold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to the West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.

Mahr's Speech

Page 5)

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to work out ways of identify-
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distinguished from mere time-
serving. It's talent that we
want to get and don't want to
lose—let's put our money there
—we can always get warm bod-
ies to stand up in a classroom
and call the roll. We shall vis-
it each other's campuses and
learn about each other's prob-
lems and strengths first hand.
I get tired of hotels—but never
of campuses. We shall help each
other. First we must sell, even
more than we have, the values
of higher education to the peo-
ple and their leaders—make
absolutely clear its indispensa-
bility to the State, to the Na-
tion and to youth in the second
half of the 20th century. We
shall join in encouraging in-
creased corporate giving to
higher education and in edu-
cating all our alumni to the
fact that their own education
whether public or private, was
heavily subsidized. Together we
have avenues of approach to
foundations, corporations, legis-
latures, churches and individ-
uals and groups of all kinds
that we may not have sepa-
rately or alone.

We shall endeavor to explode
the fallacies in the public mind,
such as that tax-assisted insti-
tutions don't need private sup-
port, that voluntary contribu-
tions to public institutions re-
duce contributions to other in-
stitutions, that private institu-
tions can survive by just keep-
ing on raising tuition, that pri-
vate institutions suffer unfair
competition from low fees in
tax assisted institutions. All of
these are sheer nonsense. Let's

scholarships. We are about to
set up a joint statistical service
and joint efforts in fund-raising.
We hope to work more
closely together increasingly in
the highly important field of
adult education.

Person to Person

R. E. Mathews of Weston will receive Hillbilly for the next 52 weeks with the Christmas at the invitation of WOR to tell tv and radio audiences of the Manhattan area why Hillbilly is more common than anticipated

Jokesman for the state with two Universities.



The WEST VIRGINIA

Hillbilly

SINGLE
COPY

25c

VOL. III NO. 15

MARCH 18, 1961

RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who doesn't like a railroad. Somebody who doesn't want to buy the little Cass Railroad and end it by chugging up to the top of Old Baldy with a cargo of free-spending, fun-loving tourists.

There's somebody that doesn't want to put the unemployed people of Cass to work running that little railroad, to building the large tourist camps that

will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of compromise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over

*The Biggest Treasure
in New England!*

MT. WASHINGTON, N.H.

3 1/2 MILES FROM TOP TO BOTTOM!

6293 FEET UP!

**SEE and RIDE
ON WORLD'S FIRST COG RAILWAY!**

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Littleton, N. H. This unique railway, after three long years of construction, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the last.

Weather permitting, trains will leave the Base Station every time the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. T.). When traffic demands, extra sections are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M.; others as traffic demands.

... happen in our West Virginia hills?

from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

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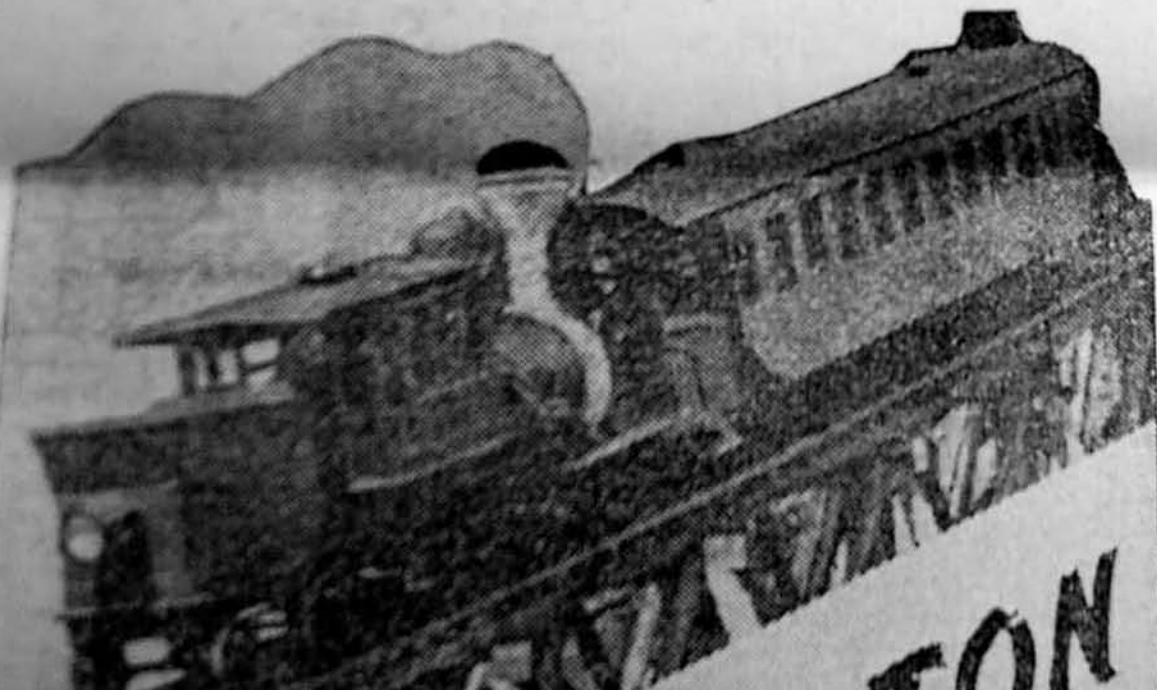
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paper, for instance. But this pa-
per isn't any judge because this
paper is one man's opinion. So
that can be discounted. But
there are others who like the
little railroad and that is just
about everybody in West Virgin-
ia except the strong man on the
budget of the state. Why they
don't like it, nobody knows. One
of the big men says it will take
too much money and he talks
about toilets on top of the hill
and about other things. This
paper said back to him, get the
railroad first and then talk
about those things. Be sensible.
But the man got ruffled and the
paper got ruffled and nobody
got anywhere.

Now this paper predicts that
if the thing is left up to the
state, that the railroad will be
sold to those people in Marion
Virginia, who would like to have
it to attract tourists. But that
shouldn't happen and this paper
will scrap till hell freezes over
or until the last spike is taken
up and sold to the Old Dominion,
which apparently has more
gumption and leadership than
the New Dominion.

If enough of you West Vir-
ginians are interested in buying
stock to make this thing possible,
now is the time to say your
piece. Write this paper now
to what extent you can or don't
go. Write to us until we get a
good organization to take care



MT. WASHINGTON
COG
Railway
3½ MILES TO THE
TOP
OF NEW ENGLAND

Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and especially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have traveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookville and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durango to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durango is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durango is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling people for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 diamond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

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The highways for entering Cass

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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WVa Hillbilly 10/22/1960

Complete Text of Russeli Baum's Cass Railroad

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To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all.

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruikshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, 'John' and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty

Only 86 Miles To Cass

Continued From Page 14
Randolph County, population 28,734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1 1/2 miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



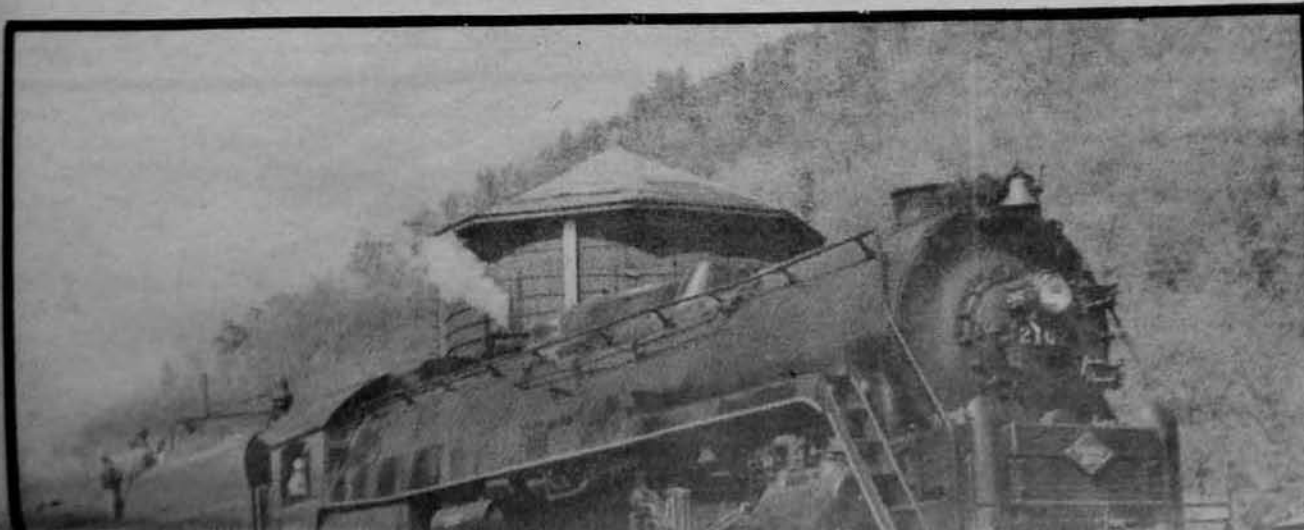
The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from



THE BOOMING Business in Cass

Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Greenbank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 28, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205.

There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of

a \$576,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$576,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make—what otherwise would be just a fascinating ride—a real excursion. For example:

The train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays, it makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips.

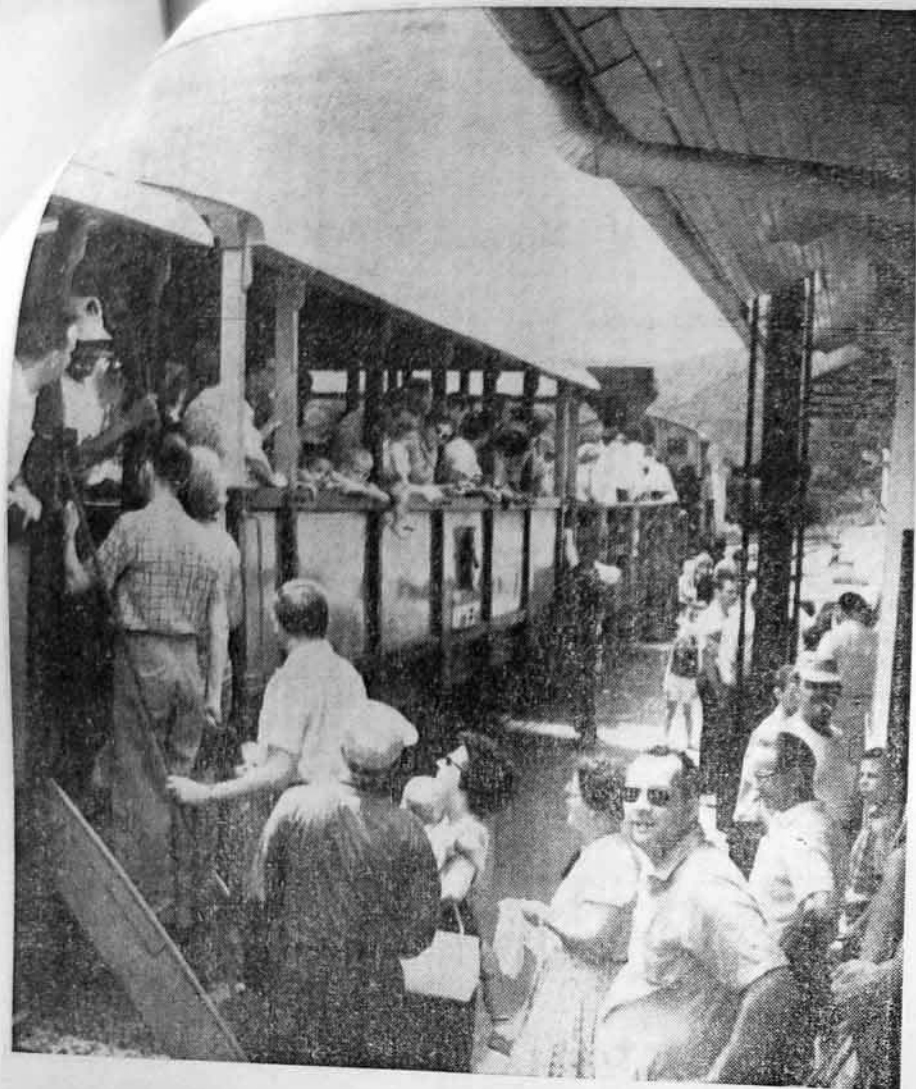
Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. These local women work hard to make up for the lack of restaurants in the area.

The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu community, ticket office, waiting room and take-off point.

If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public overnight ac-

SUNDAY GAZETTE MAIL



commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist,

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:



Blackhurst's stuffed animal museum at Cass is popular spot.



WSCS ladies prepare refreshments to sell to railroad tourists.

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Marlinton, however, wrote a complaint, and these were his exact words:

"I dinnet see no hares."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smoky

commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Monongahela National Forest and Seneca State Forest, between Huntersville and Dunmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local schoolteacher, taxidermist, and authority on West Virginia logging, provides a running commentary with the aid of an electronic "bullhorn."

"Never mind about the seats," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "loggers" camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout, Blackhurst wittily takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and there's some people who live up here who don't like strangers. If they happened to see any, they might take a shot at them, and with a crowd this big, they couldn't miss. Not that I ever knew them to miss, anyway. So if you look around you, and see anybody that looks like a

stranger, just shake his hand and introduce yourself. We don't want any trouble."

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The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

At a later date, when the train goes all the way up Bald Knob, the trip may be twice as long, for those who care to take it. The view from the top is worth a long ride, but there will be both a long and short haul to suit individual tastes.

The potential of the Cass area is great, if the

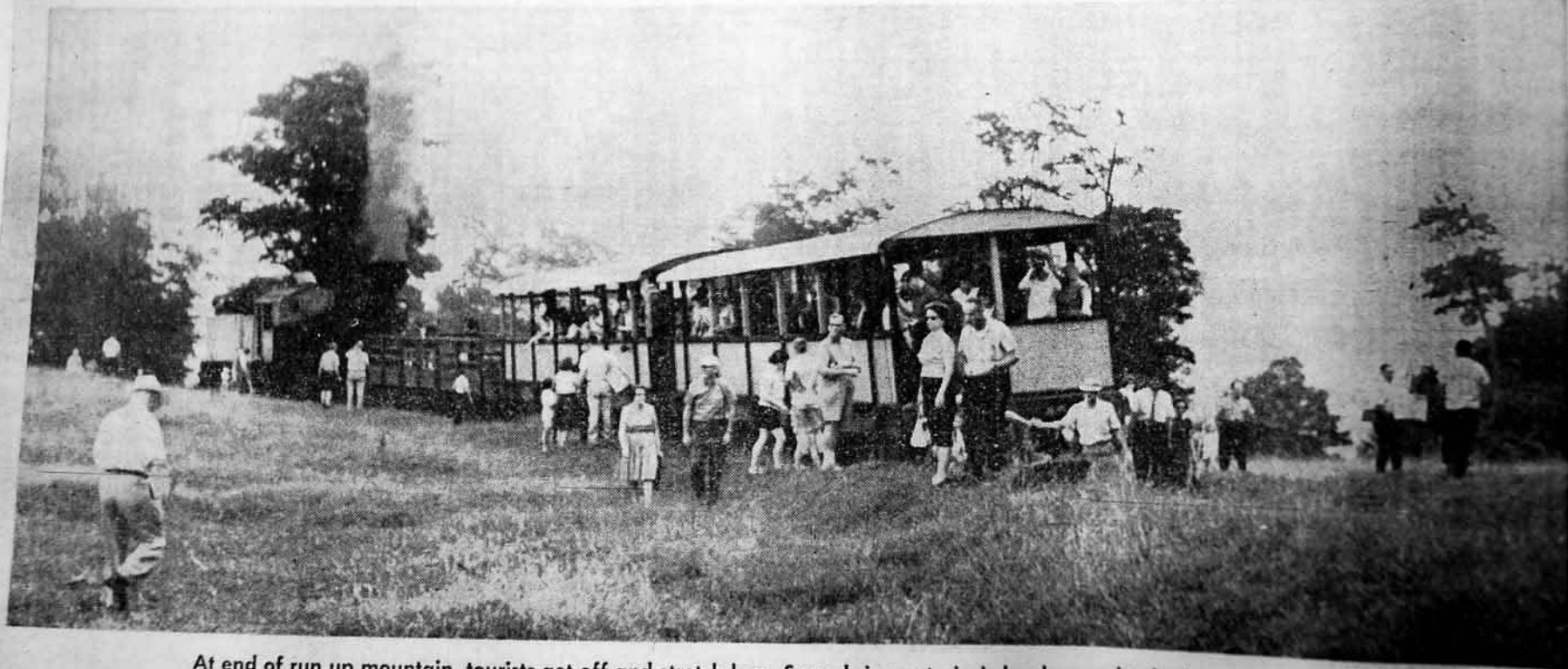
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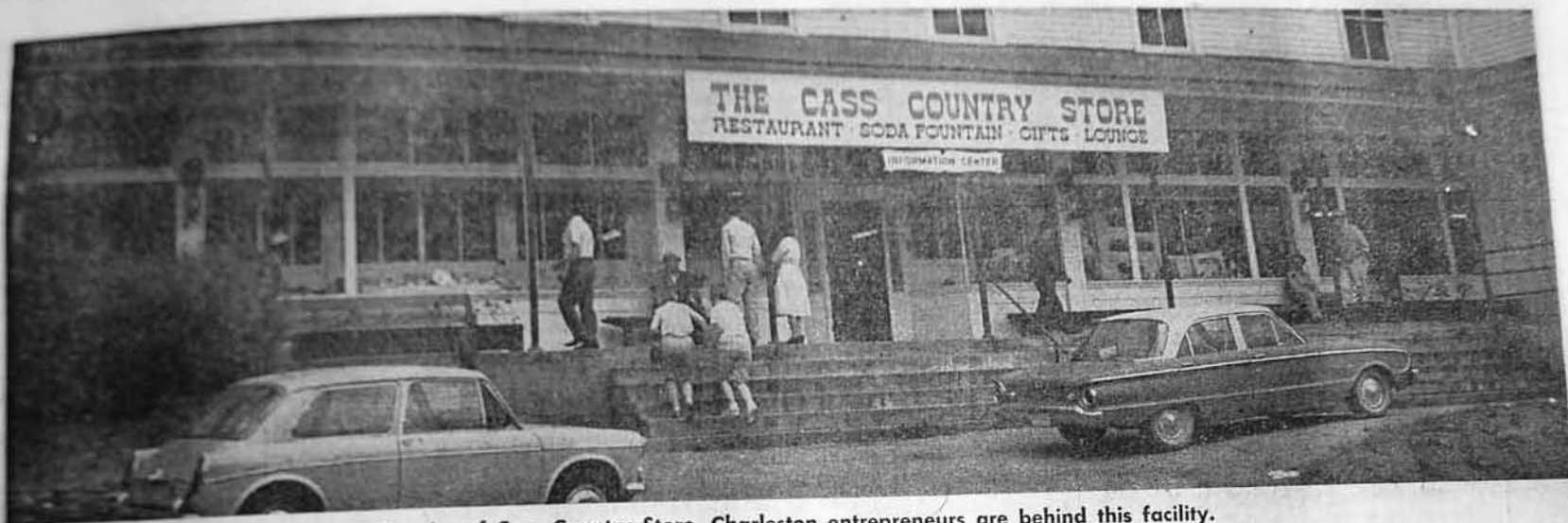
Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incautious. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.

STATE MAGAZINE, AUGUST 11, 1963



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

the locomotive, the only locomotive pulling the cars was a genuine antique.

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Local church women helped out mightily with pies, cakes, and sandwiches, but the most often antiquesupplied and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and perspiration accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherback Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, clender-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked in.

At Cass were intimately associated with the railroad, although opposition to the project by the Department of Natural Resources also slowed progress on

some engineering incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenic Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank.

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy automobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

project, and those folks certainly say that this on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locomotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12-mile, 60-foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.

The Cass Country Store complex is, like the Shay Inn, a privately owned development catering to patrons of the state-owned railroad. It is thoughtfully and tastefully painted, decorated, lighted, and arranged.

W. E. Blackhurst's Wildlife Museum, one of

UNUSUAL.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow. Opened only this April, The Hermitage (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

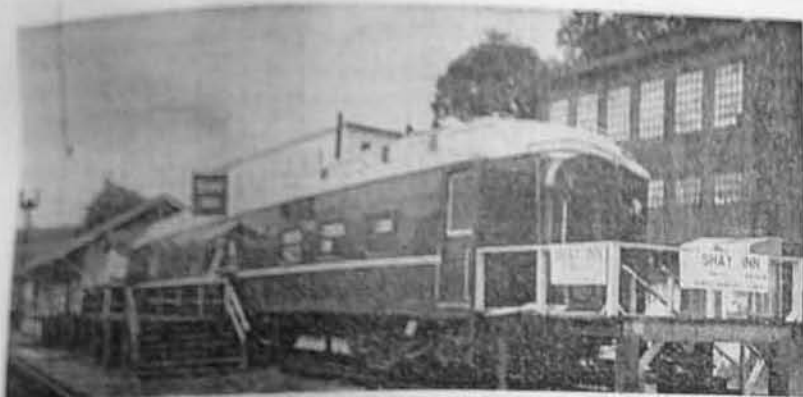
On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume that all tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the other way around.

SUNDAY GAZETTE-MAIL



Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.



NEW HOMES

**You furnish the lot -
we'll furnish
everything else!**





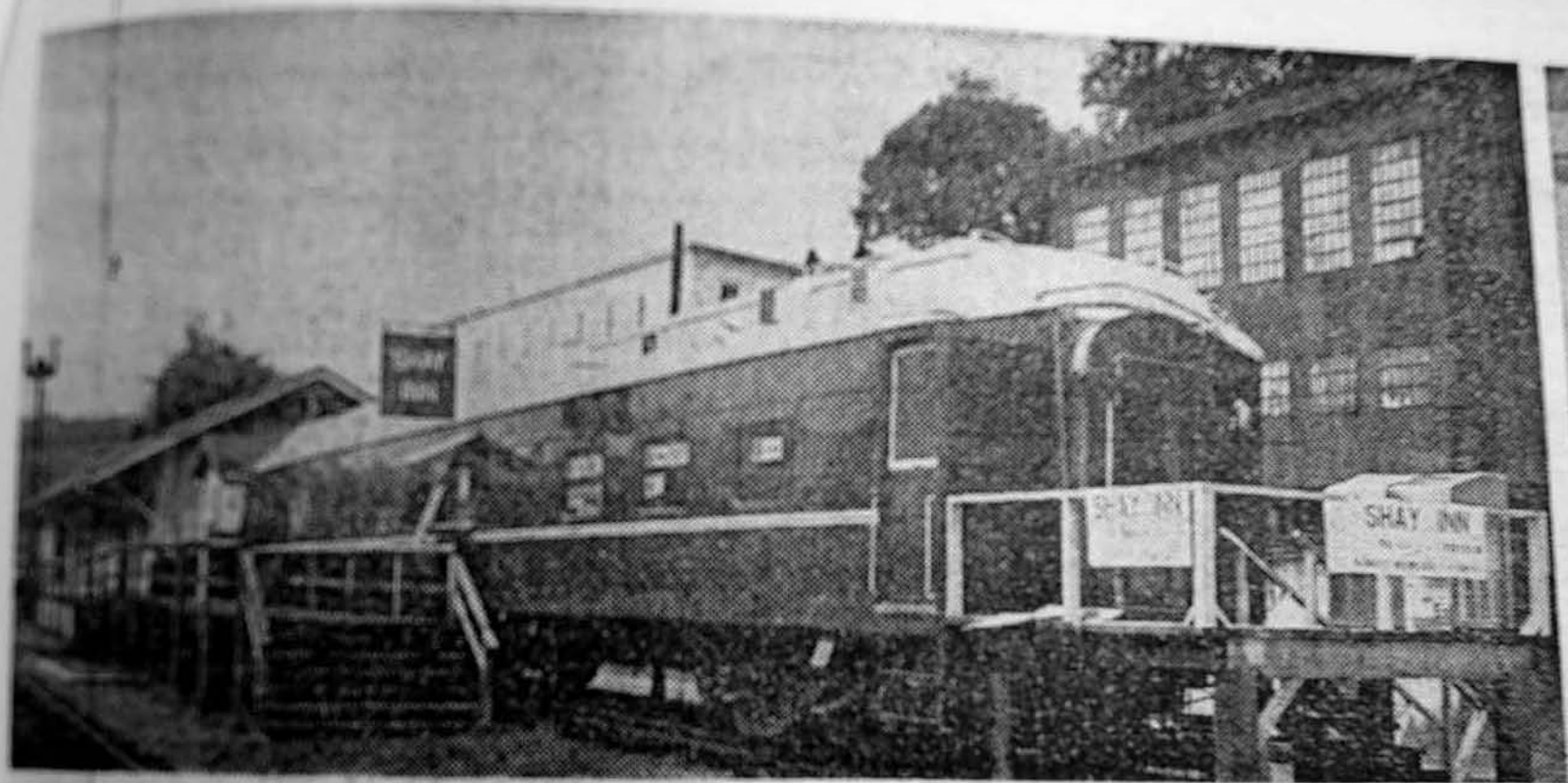
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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

*Built for mountain climbing, it's slow,
mighty slow on the overland trips.*

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Railroad, this season hauling 36,657 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee, managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAIL



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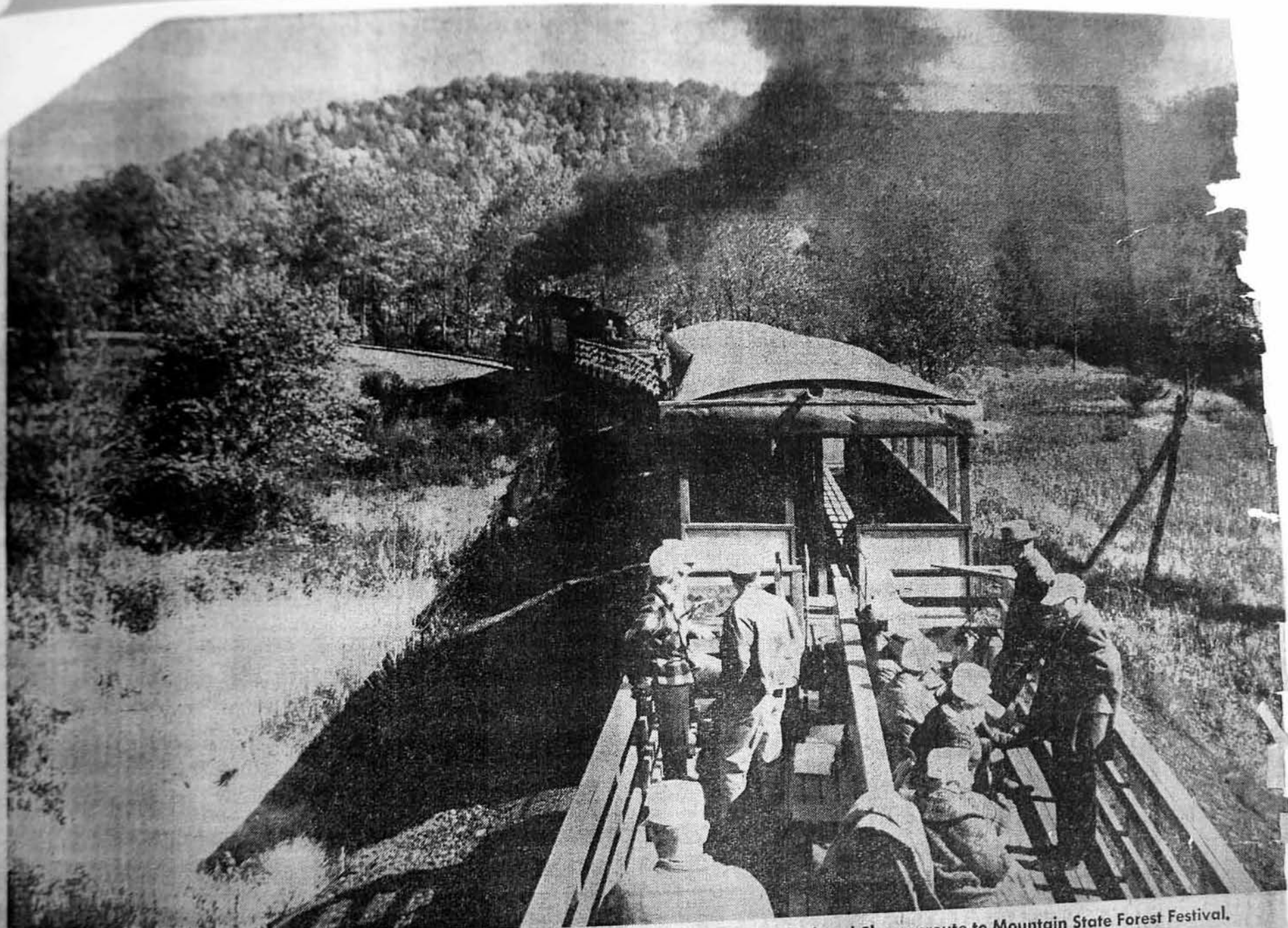
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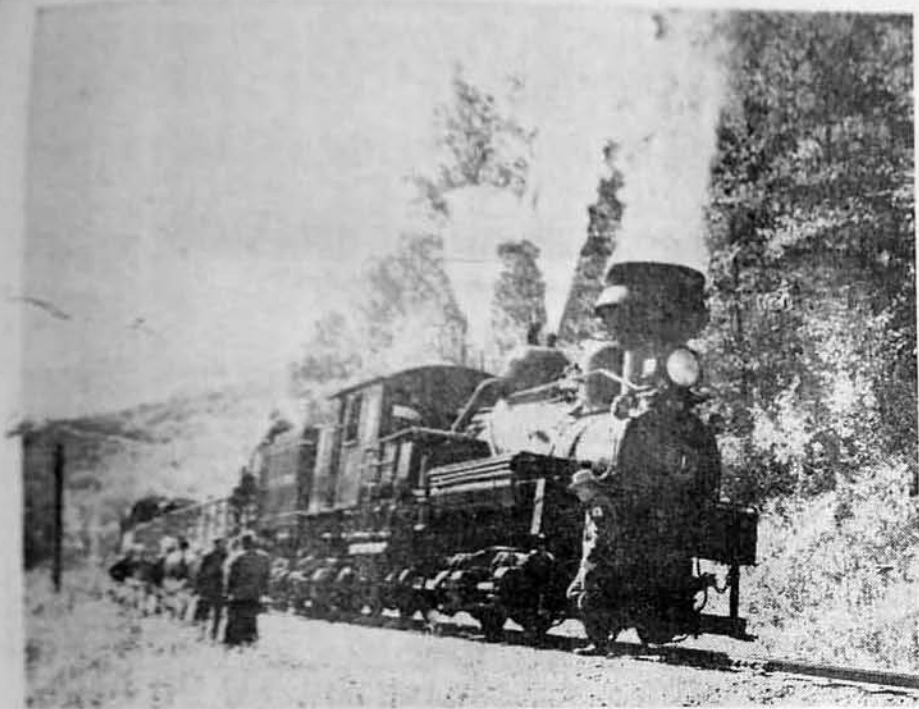
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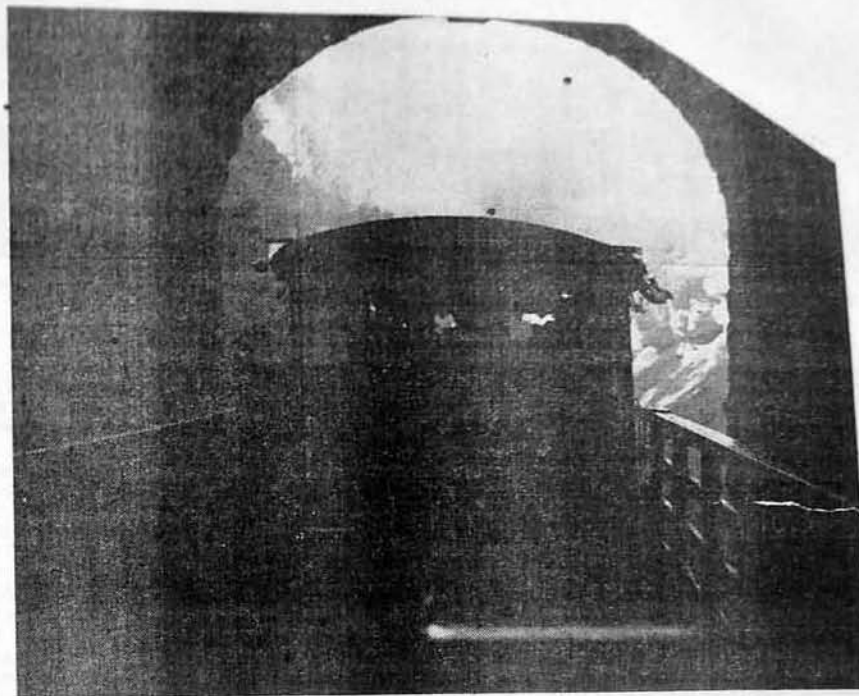
SUNDAY GAZETTE-MAIL



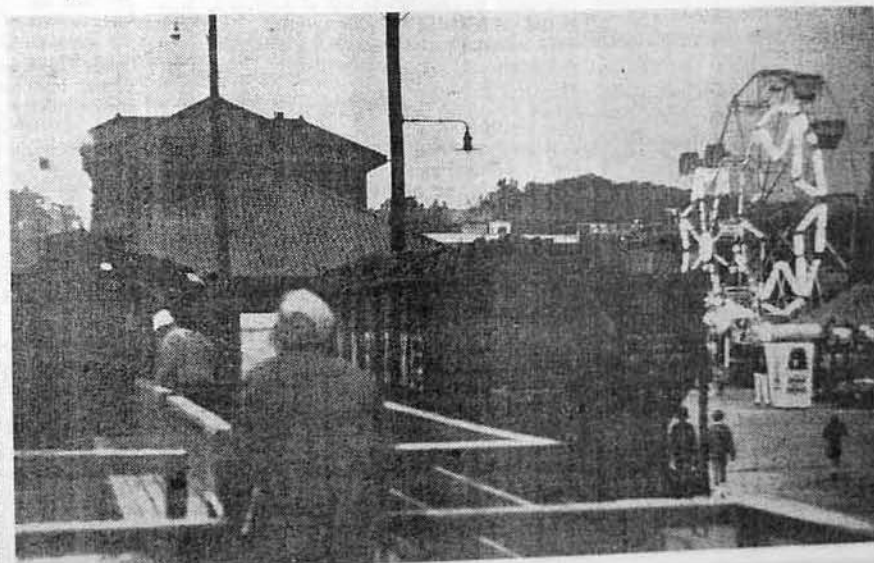
Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.



Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering industry demand declined in importance. Lima produced its last Shay, the 2761st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

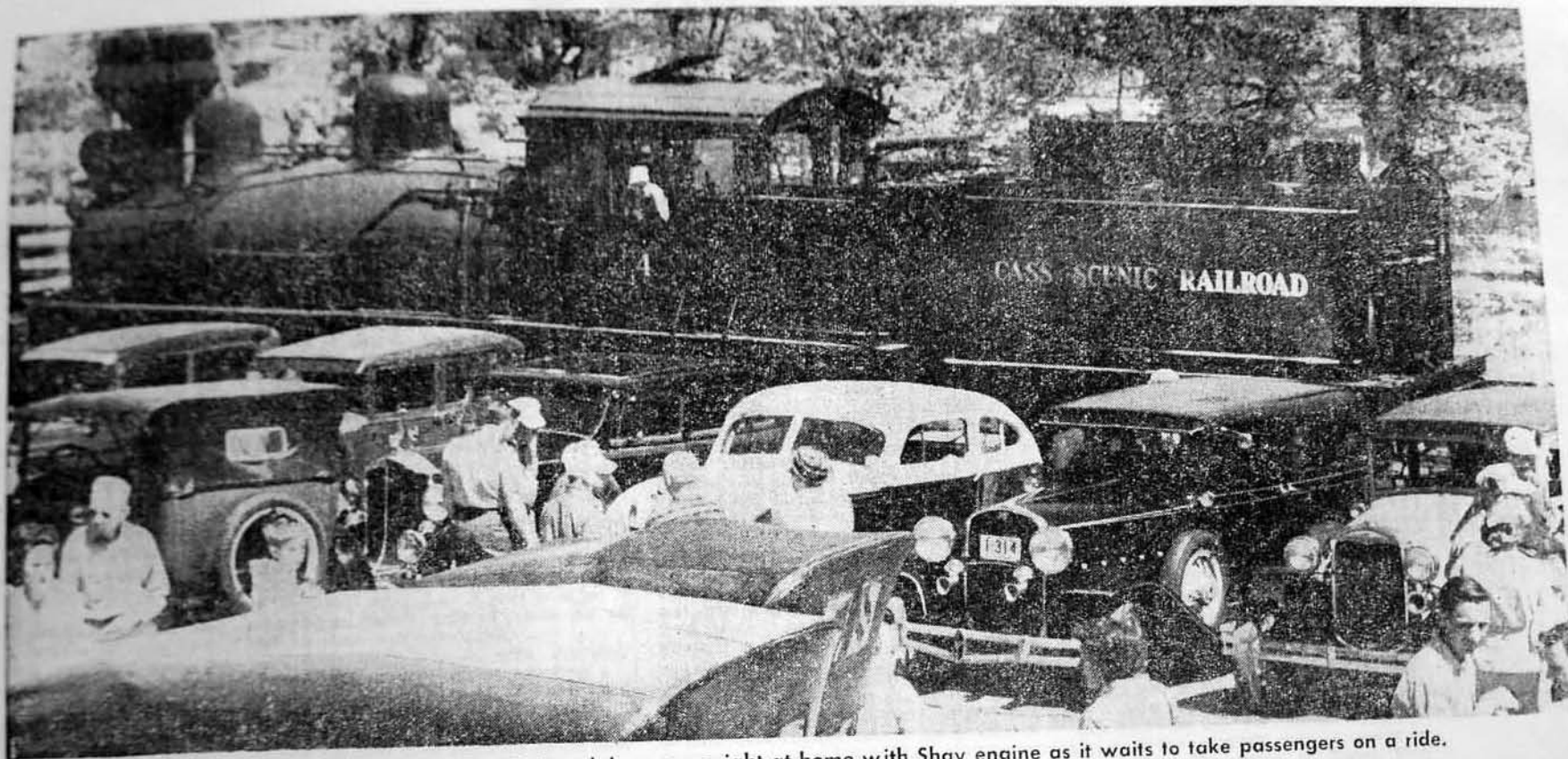
Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its opening, a delegation of antique-car owners chugged into the C&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotives.

In 1964, prospects of success and growth were excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mewer Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and \$150,000 (later boosted to \$186,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 74 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \$576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington

newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.

Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"
Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.



★
FREE ★
★

IN **SOUTH CHARLESTON**

*Your choice of two
handsome bonus gifts
for saving at*

**DOLLAR SAVINGS
& LOAN COMPANY**

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

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J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

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The committee has made attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (so shops, etc.), but has confined itself only with the direct employment to be provided for operating personnel.

There currently seems some confusion as to the and relative merit of the proposed purchase of the Lumber Company railroad, Cass, W. Va., as a tourist attraction for tourists.

Wrong Report

In the first instance, prices heretofore reported in newspapers have been inaccurate as the actual investment detail. These costs are based on formal discussion with present owners of the railroad and right-of-way. Investment costs are much more than the figure which the committee would be able to develop the railroad as an outstanding attraction. Any improvement, however, are subject to judgment, depending on how far one would initially carry the development. If, for instance, a railroad is built to the one at Blacksville or those at other locations, it would be much better. However, we believe

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

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One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of the war he contended.

'After a successful first season, the

BY WILLIAM... may fail... is the tortoise of the world. What, then are its virtues? principal virtue today is its remarkab... as a novelty railroad tourist attraction West Virginia, North Carolina (whi...

JANUARY 14, 1961

HILLBILLY

PAGE FOUR

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committee's cost estimates and development possibilities. This summary was presented as aid to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible attraction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for it would be great

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

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Panhandling

BY JOHN W. BARGER

In spite of any indication, we are going to have a rough winter here in the Eastern mountains. On Sunday, Jan. 11, about a foot of snow fell, and there has been more on the ground and snow on our driveway ever since.

In the morning, on Jan. 4, a strong wind is whipping snow all Allegheny Front across the valley in back of the house. The thermometer was at 28 when it 7:30 and has dropped to 22 in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the line in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have hardened; tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

In other words, we're sick and tired of this weather and already look forward to the coming of spring.

Reads The Letters

One department of every publication that we always read is the "Letters to the Editor." But what should also be con-

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

The capital are encouraged to work jointly in a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

date them.

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of \$8.00 per

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat-cars (plus stock and parts) -----	\$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob -----	25,000.00
Improvements of railroad and rolling stock -----	80,000.00
Park area on Bald Knob -----	25,000.00
Other improvements (station, engine garage) -----	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc. -----	40,000.00
TOTAL -----	\$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ton to the state, thereby requiring \$196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .01-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an

average of 70 passengers per day. The cost to each passenger would be \$3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

COST OF FIRST SUMMER

Personnel	Per Week
1—Engineer -----	\$ 84.00
1—Fireman -----	72.80
1—Brakeman -----	67.20
1—Conductor -----	67.20
4—Laborers -----	257.60
1—Clerk -----	40.00
1—Supervisor -----	100.00
10 -----	\$688.80
Coal (24 1-2 tons at 8.00) -----	196.00
Material and Supplies -----	200.00
Minor Repairs -----	39.20
Insurance -----	130.00
Food -----	130.00
TOTAL -----	\$1,254.00
Less: Income -----	
70 persons per day @ \$3.00 -----	1,470.00
per person -----	1,470.00
NET -----	\$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

Winner of the Seventeenth Summer Literary Competition

...and the post
is tired of being
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The Letters

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to Hillbilly, dis-
line railroads.

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lishing a value would be the
number of persons to be em-
ployed, and the aid to small
local businessmen such as hotel
owners, service stations, rest-
aurants, stores and the like. Of
course, any aid to business such
as these have a direct relation-
ship to the economy of the
State which would be derived
in the form of Consumers' Tax,
Business and Occupation Tax,
gasoline tax, hunting and fish-
ing fees and the like.

...The State of West Virginia
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of the Cass railroad the herit-
ages which have been the trade-
mark of West Virginia in the
past and also those that are
playing an important part in
the future of the state. The
heritage of the past—an 1880
model steam locomotive lum-
bering up the side of a moun-
tain to a peak unequalled in
height by any railroad in the
eastern United States. And just
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JACQUELINE REED

*The Morning Side
of the
Hill*



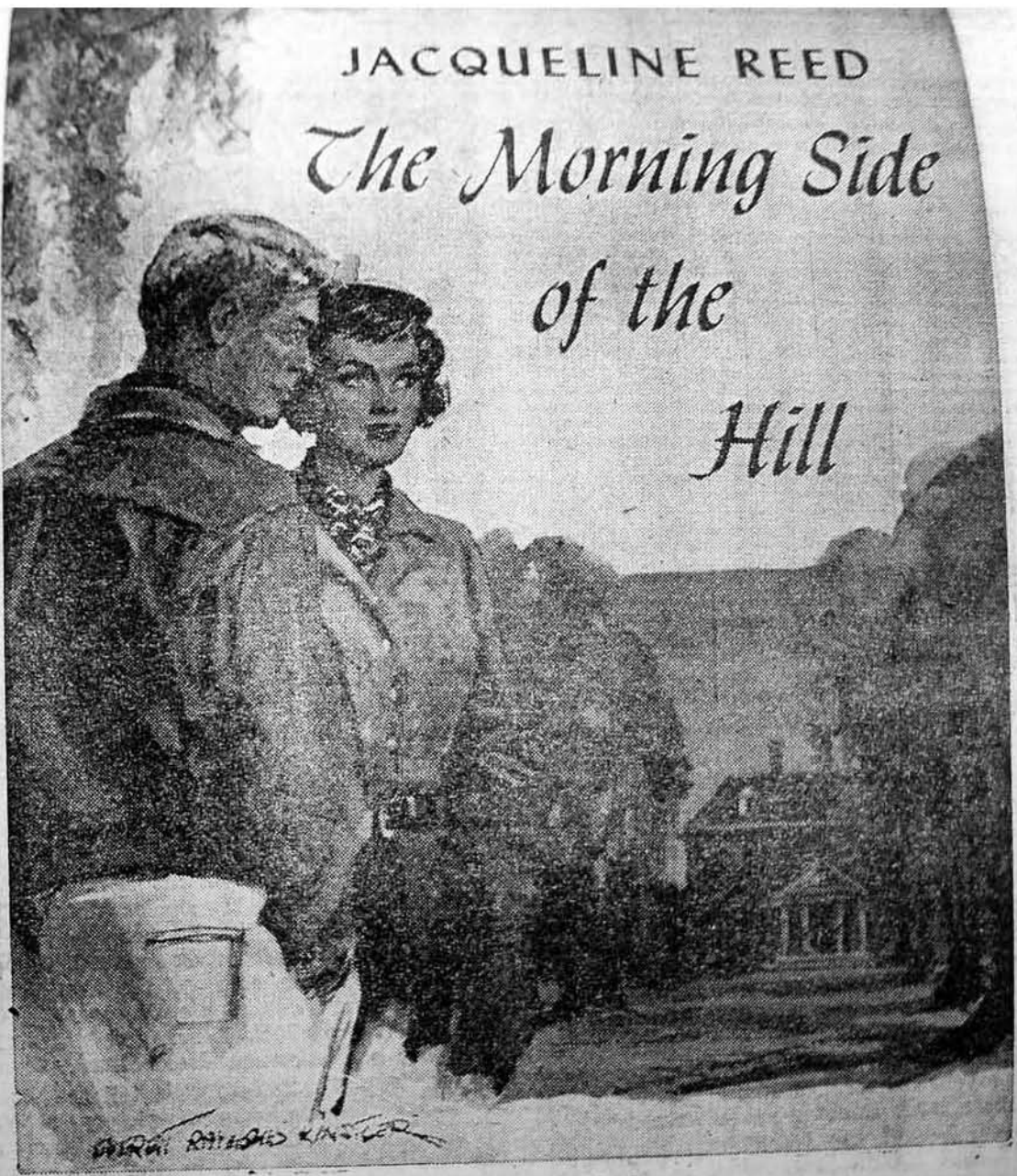
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Commercials

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me in an elevator and the
other for Pontiacs where the
two power shovels have a dis-
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Most TV commercials are dull
and insane, apparently aimed
at a three-year-old mind, judg-
ing from the reaction of our
Betsy. But the two we have
mentioned might even sell chow
mein and Pontiacs.



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Preview of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequalled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early days of the present century.

If you haven't been re the West Virginia Hillbill might not know that F. Baum, a rail fan from Pennsylvania, came down to the Capitol and talked to the makers during the session with such convincing manship that the men talking politics long enough to set up a special subcommittee to investigate the pros of his idea of buying a road for a tourist attraction of the last steam line East of the Rockies.

To Decide Su

The subcommittee coming Sunday at in Charleston to decide what it will recommend to the legislature when it meets in January. Most of the members have privately that they think that the state purchasing stock of the Lumber Company into a rail buffer.

The town of only industry sold at the auction resembles one of the western ghost towns. The mother lode pl

Narrow streets, the houses.

Of Arlington, Va.

Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Comstock:

Enclosed are a group of pictures I took on the trip Saturday aboard the "Legislature Special". Please return these with the rest after you have used them.

If the proposal with the legislature falls through I wrote on Sunday, October 30, today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

that I found out my info on the Tweetsie.

I was probably instrumental here several years ago in helping to get the idea started. With subsequent trips with the man from the Tweetsie to purchase equipment from the EBT at cost, I think the idea finally blossomed and then trips and discussions with the Tweetsie man finalized the decision. Mr. Wilburn to convince the owners of the railroad, Kovalchick Salvage concern in Pittsburgh, to follow through with the idea. Mr. Wilburn was up until the line was officially abandoned (track was never torn up though) and still is the Operating Vice-President. We should go on a Sat. or Sun. and next week (the first weekend in November) is the end for the year. You can also compare the multitude of advantages the Cass outfit has over the EBT and

(Turn to Page 8)

504 101-1
MARIETTA, OHIO

Spokesmen for the only state that can own an up hill railroad.



The WEST VIRGINIA

Hillbilly

SINGLE
COPY

25¢

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

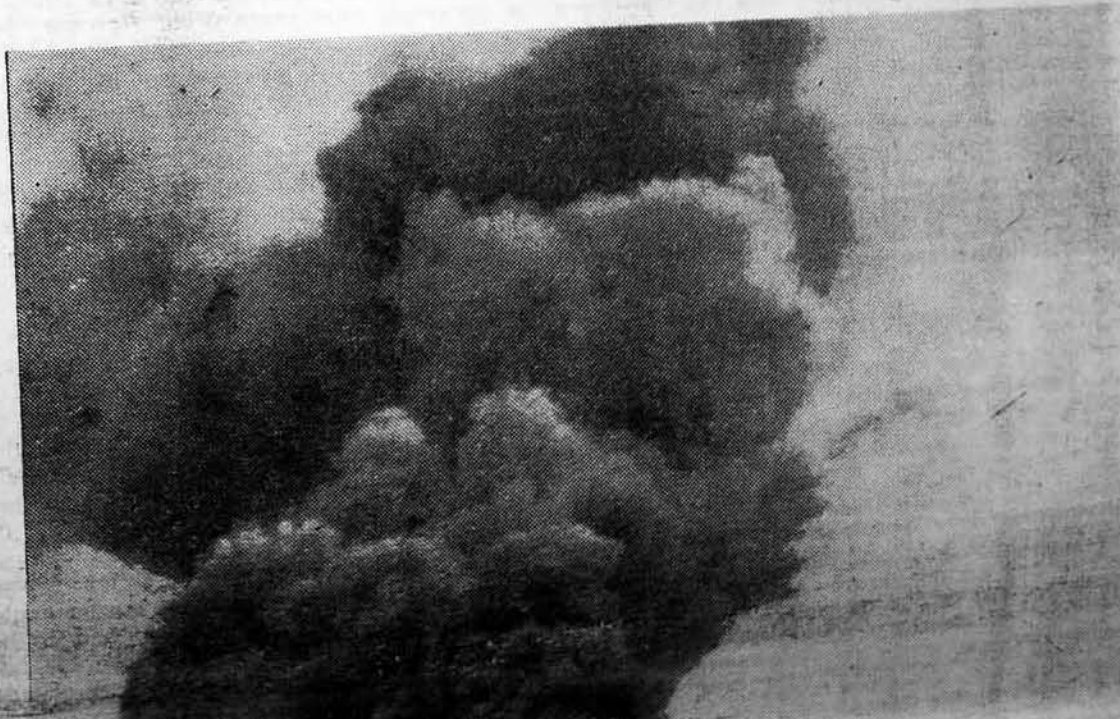
Save The Train!

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will be a part of the scrap heap.



Barren, et.
Of Arlington, Va.

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(Turn to Page 8)

Let's Save the Railroad!

RUSSELL BAUM MAKES PLEA
FOR "EASTERN" PRESERVATION

From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber"? How many people have gone through an honest to goodness saw



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



Brakeman Barclay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go that down the years. It will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

itage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

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Last year in Longview, Washington, I went through the Weyerhaeuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

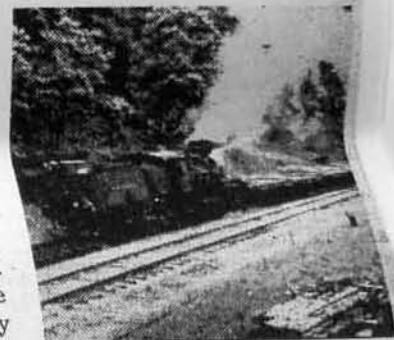
We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 160 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1881, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum



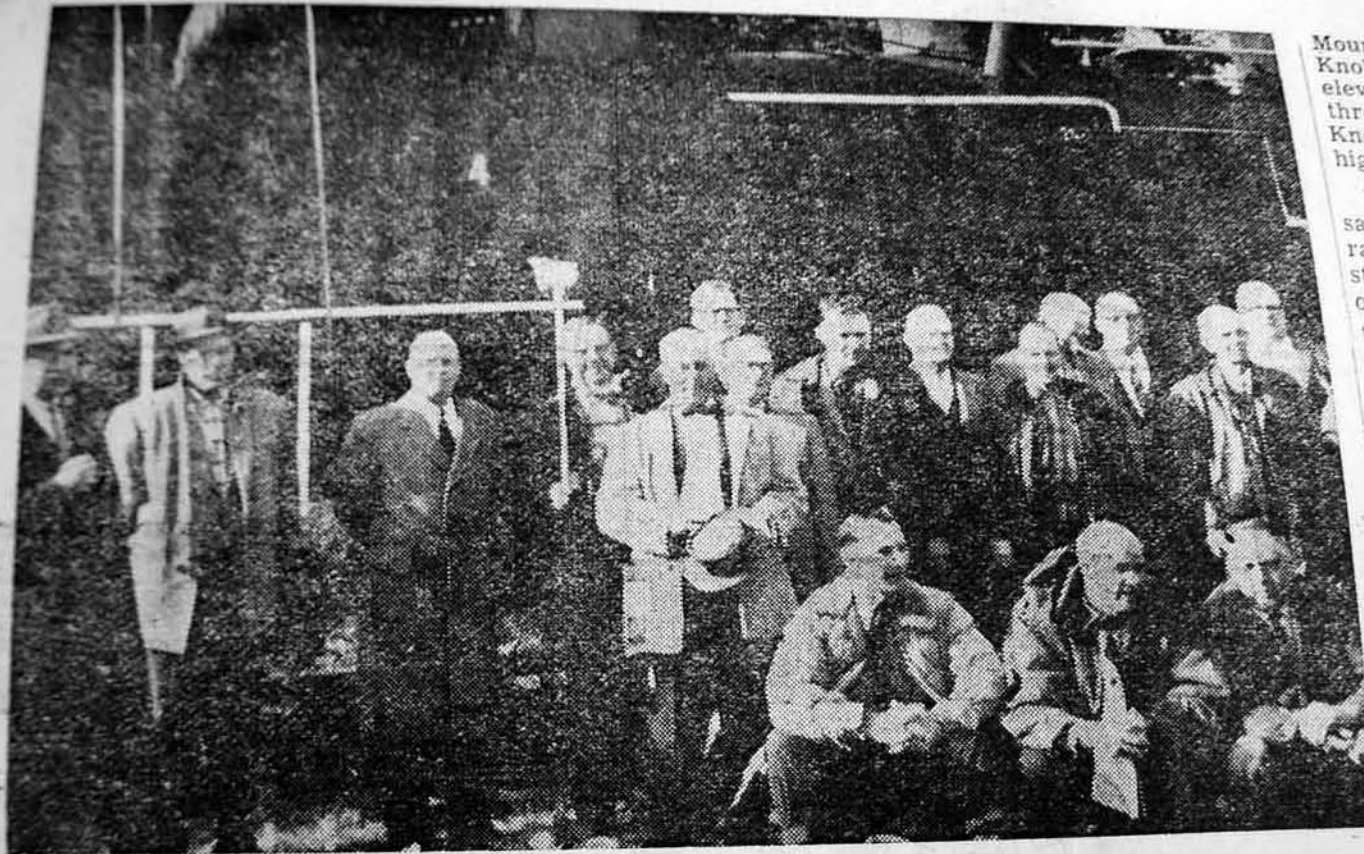
Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 166 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in the state. Any suggestions along this line from readers?

NOVEMBER 12, 1960



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yokē, T. G. Matney, and Herb Schupbach.

Cass Train Report

(From Page 1)

er," is interested in buying the railroad if the state decides against making the purchase. His reported offer is about \$75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, visiting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet high is within the cavern near railroad.

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase.

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.

Lane expressed only mild enthusiasm for the development

of the Cass line but told the committee that his department would be glad to operate the scenic line if the legislature followed the committee's approval and "give us enough money to run it on".

Listing some of his objections to the project the Conservation Commissioner noted that the town of Cass was almost inaccessible to concentrated tourist traffic. He also stated that the cost of acquiring and operating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.

"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for scrap unless somebody takes action soon", Rife went on.

Disputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a siding and the Cass Railroad would

be in business, at a fraction of the cost estimated by Director Lane.

Even the amount of coal required to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down".

"We propose to hold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to the West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.

Mahr's Speech

Page 5)
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Get Together

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is the only criterion in determining whether we need more money or not. We shall talk about the improvement of educational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere time-serving. It's talent that we want to get and don't want to lose—let's put our money there—we can always get warm bodies to stand up in a classroom and call the roll. We shall visit each other's campuses and learn about each other's problems and strengths first hand. I get tired of hotels—but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders—make absolutely clear its indispensability to the State, to the Nation and to youth in the second half of the 20th century. We shall join in encouraging increased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to foundations, corporations, legislatures, churches and individuals and groups of all kinds that we may not have separately or alone.

We shall endeavor to explode the fallacies in the public mind, such as that tax-assisted institutions don't need private support, that voluntary contributions to public institutions reduce contributions to other institutions, that private institutions can survive by just keeping on raising tuition, that private institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's

scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.

Person to Person

R. E. Mathews of Weston will receive Hillbilly for the next 52 weeks with the Christmas at the invitation of WOR to tell tv and radio audiences of the Manhattan area why Hillbilly is more than a caricature.

Time to Start Workin' on

There is somebody who doesn't like a railroad. Somebody who doesn't want to buy the little Cass Railroad and send it chugging up to the top of Old Baldy with a cargo of free-spending, fun-loving tourists.

There's somebody that doesn't want to put the unemployed people of Cass to work running the little railroad, to building the large tourist camps that

will be necessary to take care of visitors.

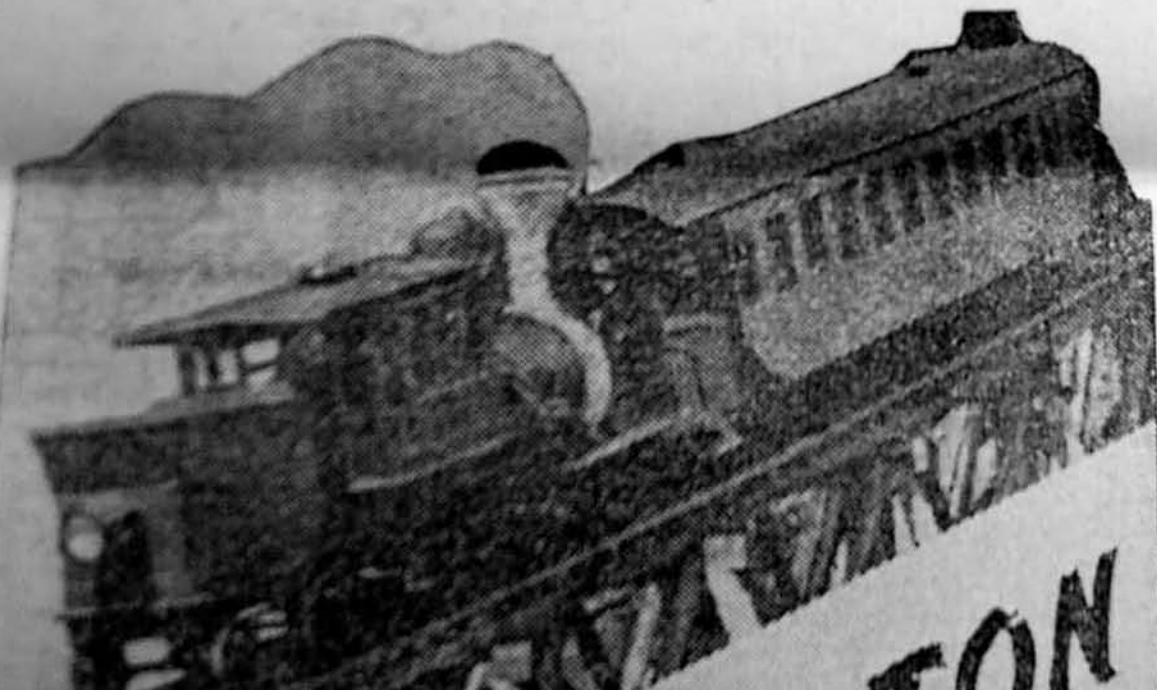
That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of compromise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

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There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken

6293 FEET UP!



SEE and RIDE ON WORLD'S FIRST COG RAILWAY!

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Linlenton, N. H. This unique railway, after three long years of construction, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the last.

Weather permitting, trains will leave the Base Station every time the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. T.). When traffic demands, extra sections are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M.; others as traffic demands.

... happen in our West Virginia hills?

... railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over

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from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

to The Irish Is on Page 14, B'gora!

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and especially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have traveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookville and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durango to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durango is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durango is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling people for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 diamond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass

interesting railroad in the states, Canada, and Mexico from the Rockies and Yukon to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroads and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

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Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they made \$150,000 net profit. This year they are adding \$30,000 in superfluous additions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

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The highways for entering Cass from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WVa Hillbilly 10/22/1960

To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all.

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruikshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, 'John' and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Pearl Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

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through the mountains and a delegation of legislators could look into the matter of preserving this vestige of glamor for a possible tourist attraction.

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The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aura of Kleig lights. What a wonderful wonderland this all is; this drive in the autumn over Kennison.

The beauty of it parades and extends on down the contour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Boromess Winter holds all in thrall. I have become poetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose quivering, as his nostrils dilate in and out like a bellows, giving me no glance

that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by cutting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew."

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

instance. Tom Killoran, running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling, ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a preview of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods then that committed by this Frankenstein of the forest. I think to myself how that old mill could be kept as a souvenir of a now dead way of providing the world with lumber and how there could be a woodchicks museum assembled and kept there.

self I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, 'John' and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent."

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

"There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not so minute, cinders from the smokestack descend upon us like dirty snow and we all seek head coverage, using my parka hood, and others using handkerchiefs or whatever they can find. The upward go is now very distinctly up and the beauty at the sides is almost painful to look at. Behind us the backdrop of the mountains is more distinct and I notice dif-

she is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

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And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people.

There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

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The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and its track and locomotive was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

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I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

to check the poverty and people follow down that ning Post ga One of the s told me a Rev. Newell told me ab known as t cuitt Rider there and And so we dren. I hav delightful

And the at the sta instance. House of from Po "half m describes Hillsboro "My Man left his legs, in story th time or suffice t officer a in Germ for an att through legs off. Yes, the cause th plans, g nection driver a into a j the bas is indee

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Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurora of Kleig lights. What a wonderful wonderland this all is, this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, non-equivering, as his nostrils dilate in and out like a bellows, giving me no glance

locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

Wond

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A Mountain Railroad

E-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND,

AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

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City for its sed areas of the dressing-aturday Eve-est Virginia. orkers there Greenbank's others had

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thers there Edgar, for unning for (Democrat) He is the Pearl Buck chapter on (place) in Tom Edgar", his two There's a I haven't now. Let it he was an a church along plans

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Crutchanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka- like thing which he gives me and which warms me like a

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's re-

course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the

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Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have

percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

"There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not so minute, cinders from the smokestack descend upon us like dirty snow and we all seek head coverage, using my parka, I head, and others using handkerchiefs or whatever they can find. The upward go is now very distinctly up and the beauty at the sides is almost painful to look at. Behind us the high backdrop of the mountains is more distinct and I notice dif-

ferent. We have climbed up gradually and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people. There is more beauty: beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

...to Buy a Mountain

LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST
E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE

rating quite lecher-
a herd of young
field, who exaspera-
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n with the hard-to-
lance of the gender.

man I meet at
El Poco, the ap-
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and Taxes

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he stops at Bill's
passing through
West Virginia
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ill haltingly tells
soon telling Bill,
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vades taxes by
Hushung farm to
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is. State of it is

tion. And there are others. Dick
Bowman, whom I know and Dr.
Frank Callendar of the Green
Bank observatory. "Meet Dr.
Phillip Newell", somebody says
and I shake hands with a sub-
scriber whom I have heard
much about but had never
met.

Strangely enough I learned
about Rev. Newell, Presbyter-
ian pastor at Greenbank, when
I went to New York that time
to check the Big City for its
poverty and depressed areas of
people following the dressing-
down that the Saturday Eve-
ning Post gave West Virginia.
One of the social workers there
told me about Greenbank's
Rev. Newell. And others had
told me about him, how he is
known as the Hotrodding Cir-
cuit Rider in a Jaguar. He was
there and so was his Jaguar.
And so were his wife and chil-
dren. I have never met a more
delightful family.

And there were others there
at the station. Tom Edgar, for
instance. Tom is running for
House of Delegates (Democrat)
from Pocahontas. He is the
"half man" that Pearl Buck
describes in her chapter on
Hillshire (her birthplace) in
"My Many Worlds". Tom Edgar
left his "other half", his two

We see loads of steel
the track and I am jolted
the thoughts of how this
and its track will be lik
tain of the natives of
whom the Japanese slew.
the Japs, made each m
his grave and get down
knees at the edge of it, s
when the big knife came
he could be kicked in
his severed head. It's lil
for the kind old stean
motive we are riding.
pull up its track and ha
the bottom of the hi
when the job is done
will go for scrap. Un
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stay of execution.

Train With Smo

We pass a road
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girl waves and I rem
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Tom Wolfe and I pro
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Cruickshanks say th
old Comstock is going
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Like and Taxes

perry introduces me to
ger, a fellow by the
Gambill, who is a tax
and who stops at Bill's
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rt of West Virginia.
im that story", says
Gambill haltingly tells
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g about how President
er evades taxes by
in Gettysburg farm to
llen and Clint Murchi-
somebody. None of it is
me, or even interesting.
fellow gets to talking
w big shots play up to
student and he starts
about this fellow who
ted to the White House
w he works the deals
up him on the invite
involved a book, and
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mer Eisenhower spoke
n that he hadn't read
but would give a farm
be a golf course —
s for if anybody could
he said the poem was
oy on the farm, who
and then grew up to
a wealthy man, but
wanted desperately to
to the simple were
he President could
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couldn't say a
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"half man" that Pearl Buck
describes in her chapter on
Hillsboro (her birthplace) in
"My Many Worlds". Tom Edgar
left his "other half", his two
legs, in Europe. There's a
story there, which I haven't
time or room for now. Let it
suffice to say that he was an
officer and he sat in a church
in Germany (?) making plans
for an attack when a bomb came
through the roof and took his
legs off clean above the knees.
Yes, there's a story there be-
cause the officer completed his
plans, gave some orders in con-
nection with them, and called a
driver and had himself loaded
into a jeep and taken away to
the base hospital. Tom Edgar
is indeed a man.

Wonderful People

And I met Dave Bond, the
to-man, and Larry Fellure
(spelling, ough) who is a Uni-
versity of Virginia student and
rallyer. I met Robert Jacobson,
who is running for Prosecuting
Attorney, and who became a
subscriber. And I met Dr. Carl
Frazier of WVU.

we pass a road
whistle toots a war
stops and disgorges
gers because a train
is something to
girl waves and I
self to read some
Tom Wolfe and I
self I will. Upwar
it gets colder
Cruickshanks say
old Comstock is
to death" and I
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John Killoran
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"John" and Jo
and good. "Thi
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I don't notice
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works the deal
him on the invite
solved a book, and
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Eisenhower spoke
at he hadn't read
would give a farm
a golf course —
if anybody could
aid the poem was
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then grew up to
healthy man, but
d desperately to
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President could
lines from the
all he knew.

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wer didn't say a
the dinner was
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g book stores in
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each of them and
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nd the man char-
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Washington and
at time after the
able to say to the
Oh, by the way, I
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I has that poem in
wanted . . .

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to come in taking
to go up double up

through the roof and took his
legs off clean above the knees.
Yes, there's a story there be-
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plans, gave some orders in con-
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into a jeep and taken away to
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railfan. I met Robert Jacobson,
who is running for Prosecuting
Attorney, and who became a
subscriber. And I met Dr. Carl
Frazier of WVU.

The train is ready to go into
the mountains and give the
legislators and all others who
wish to take the trip a prevue
of what kind of ride a tourist
can be taken, if it isn't too
crass to speak of taking tourists
for a ride. There is a caboose,
or personnel car for the weak,
and an open-air, side-railinged
log car for the sturdy. We all
go open-air for the first shank
of the journey.

From the very start the ride
is skyward. In a minute or so
we are past the old blower
mill that has saved its last log
and we pass up the old rail-
road skidder that has also
saved its last log from the

had it so good.

John Killoran
me and I say,
"John" and John
and good. "This
steep railroads.
are told in perc
of one inch pe
is one percent
Now most Mair
from one and
percent. Some
not Main Liner
percent. But
one is nine pe
of that, nine

I don't notice
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splendor is to
sides and back
valley with a
Now we come
and Russell B
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past two page
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Switch

"There is
switch-back
States. This h
climb the hill".
is being demon
gine pull ahead
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And this isn't
because the w
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o could find it
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nd the man char-
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anted . . .

On from Cass

o sense in taking
so we double up
long until we are
e is a crowd about
a locomotive which
out smoke in
ation. I see fami-
the crowd and now
here is, first as al-
a steam engine is
in Killebrew, I see
man who has been
out for the train's
a over his head.

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wish to take the trip a prevue
of what kind of ride a tourist
can be taken, if it isn't too
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we are past the old Mower
mill that has sawed its last log
and we pass up the old rail-
road skidder that has also
yanked its last log from the
hills beyond, but that is no
doubt good because there was
no greater rape of the woods
then that committed by this
Frankenstein of the forest. I
think to myself how that old
mill could be kept as a souvenir
of a now dead way of providing
the world with lumber and
how there could be a woodchicks
museum assembled and kept
there.

the whole t
remember if
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Chickened Out

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he visited recently some state, West Vir- res with his brother to give financial aid d. The two men have r a half million dol- he Clarkson Medical t Belle Fourche, the wing of the Dorsett the Aged at Spear- id Peoples' Home at the Bennett-Clark- al in Rapid City, a Fund to South Da- llege at Brookings, Hills Teachers Col- arfish. In apprecia- s interest in educa- tious contributions, Humanities degree ved upon Herbert few years ago, at a ge commencement.

honors have come recent years, but earned the heart- ricks of countless have shared in the outy of the Clark- s' generosity in pro- tional and medical and facilities that ed and enjoyed for

at and world-wide t. Clarkson has visi- America, Europe, the and Mexico twice. d a colonial memory. son Mr. Clarkson inance of memories (1911) as he sits in his

To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of moun- tain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Green- bank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my strutter devotion to the culinary efforts of Mr. Silver- stein's cooks. I sit down with

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches ei- ther at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investi- gating group saw immense possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invita- tion to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said the following Sunday (30) the group would i Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ah in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.



Sanitary

Ice Cream

MORGAN

U.S.



...with his brother
to give financial aid
nd. The two men have
er a half million dol-
the Clarkson Medical
at Belle Fourche, the
wing of the Dorsett
the Aged at Spear-
Old Peoples' Home at
y, the Bennett-Clark-
al in Rapid City, a
Fund to South Da-
College at Brookings,
Hills Teachers Col-
earfish. In apprecia-
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and world-wide
Clarkson has visit-
merica, Europe, the
and Mexico twice.
a colossal memory,
arian Mr. Clarkson
ndance of memories
on as he sits in his
ir in the lobby of
Hotel, watching the
s of the land and
oves move about

he said. And I am told to meet
Sam Silverstein. I had heard
of him. He had bought the road
for scrap. I expected an old
man with beard. But he is
young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and
asks me if I see. What I am to
see was once the town of
Spruce, a town with 1500 souls,
who logged and made paper
for West Virginia Pulp, and
who repaired the cars and
engines of Western Maryland.
"In the winter of '18 the tem-
perature at Spruce was 45 be-
low". I ask about Spruce now.
What is there? Nothing, I am
told. Nothing, but a building
or two. Another ghost in the
hills.

We reach the top of the hill
and stop. A coal car and some
old box cars are near. There
is the smell of food from one of
the box cars, and I follow my
nose. Inside are pans of chick-
en, kettles of bake beans, pans
of hot rolls. There is talk of
going to Bald Knob, which is
near, and looking down upon
the Pocahontas world of Green-
bank and beyond, but a colored
boy tells me it is time to eat
and I turn down this trip to
pay my stricter devotion to the
culinary efforts of Mr. Silver-
stein's cooks. I sit down with
Tom Edgar and his wife, and
Arch Reed and Carl Gainer and
Bob Jacobson and Rev. Newell.
Whoever the cook is, he knows
how to take a dead chicken

those who went to Bald Knob.
I meet Mr. and Mrs. Ted Riffe,
and W. E. Blackhurst, author
of "Riders of the Flood", the
book about this very place, and
his wife. I talk to the various
legislators about the possible
purchase. Senator Reed thinks
the idea is good and Herb
Schupbach is carried away with
it all. Bowman was sold, I
think, before the trip was
thought of. Harry Pauley said
he felt that the state should
own it right to the top of Bald
Knob. Bald Knob, by the way,
is only a few feet under Spruce
Knob, highest ground in the
state. I don't remember what
each one said, but I think
every member of the investi-
gating group saw immense
possibilitieis for the railroad as
a tourist attraction.

End of the Line

The trip back to Cass was
uneventful. The legislators got
their heads together in the
closed car with the cheerfully
burning stove, and decided to
accept Dr. Callendar's invita-
tion to come to the club room
at the observatory for a little
confab over sandwiches.

That club room is as snazzy
as all get out. Ted Riffe made
a little talk about how glad

betimes yearn to share the
mountain man's blissful soli-
tude, close to nature?

s With Judge On Hillbilly Decision

r Jennings Ran-
guards for Hill-
the Washington
ipped an editorial
Washington Eve-
n defense of the
hillbilly, and we
it on.

ily concur with
a Ruark's conten-
is a compliment,
a dispraise, to be
hilly Judge Ruark.

radios and barking dogs next
door, with drag racers and
drunken drivers, and with the
thousand-and-one other annoy-
ances of urban and suburban
living, join with Judge Ruark
in suluting the hillbilly. It is
understandable, is it not, if we

his Cadillac and wa
fascinated as this wi
took the pasture in
stick strides, going
and round about, j
had been told to
good show for them
He too, I think,
purchase of that
it could divert a
tion from him.



Sanitar

Ice Cre

MOR



AVA

**YOUR
FOOD**

**GREENB
PRODU**

MOUNTAIN

GAULEY

Louise McNeill

\$4.00

Hillbilly Bookshop

RICHWOOD

This announcement is neither an offer to sell nor a solicitation of an offer
these securities. The offer is made only by the Prospectus.

New Issue

September 11

OCTOBER 29, 1960

Railroad

d at a feast for the
and me. They have a
with mashed potatoes
and coffee, which is
enormous tin cups.
that calls for the
devotion and I give
t. And my dinner
aren't slouches ei-
ting the stuff away.

of Old Baldy

ere is talk of this
and the return of
went to Bald Knob.
and Mrs. Ted Riffe,
Blackburn, author
of the "Flood", the
his very place, and
talk to the various
about the possible
water flood thinks
good and Herb
carried away with
man was sold. I
re the trip was
Harry Pauley said
the state should
to the top of Bald
Knob, by the way,
foot under Spruce
ground in the
I remember what
and, but I think

Pocahontas was to have this
delegation in its midst. Harry
Pauley told how glad they were
to be there and said that on
the following Sunday (October
30) the group would meet in
Charleston for a decision on
whether or not the railroad
would be recommended for pur-
chase by the state.

The ride back to El Poco was
about what a doctor of tourism
would prescribe. Ahead of us
in a field we saw the unmis-
takable white bobbing of a
deer's tail. Carl Gainer stopped
his Cadillac and we watched
fascinated as this wild creature
took the pasture in his pogo-
stick strides, going in and out,
and round about, just as if he
had been told to "put on a
good show for them legislators".
He too, I think, favored the
purchase of that train, maybe
it could divert a bit of atten-
tion from him.





A remnant of East Cass – once a wild and woolly 'loggers' entertainment zone' – remained until the 1985 flood. This 1976 view of the business district was taken from the west end of the bridge looking towards the original 90-degree curve.



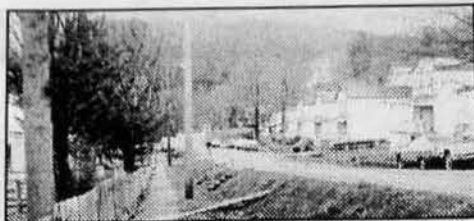
The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodchick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going.
Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property – as well as the plant itself – fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handed in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga;
Roy B. Clarkson, McClain Publishing Co.,
Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1908-1920, was almost 1,800).

The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture – The West Virginia Spruce Lumber Co. – for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel' deal for the mill, railroad and land holdings.

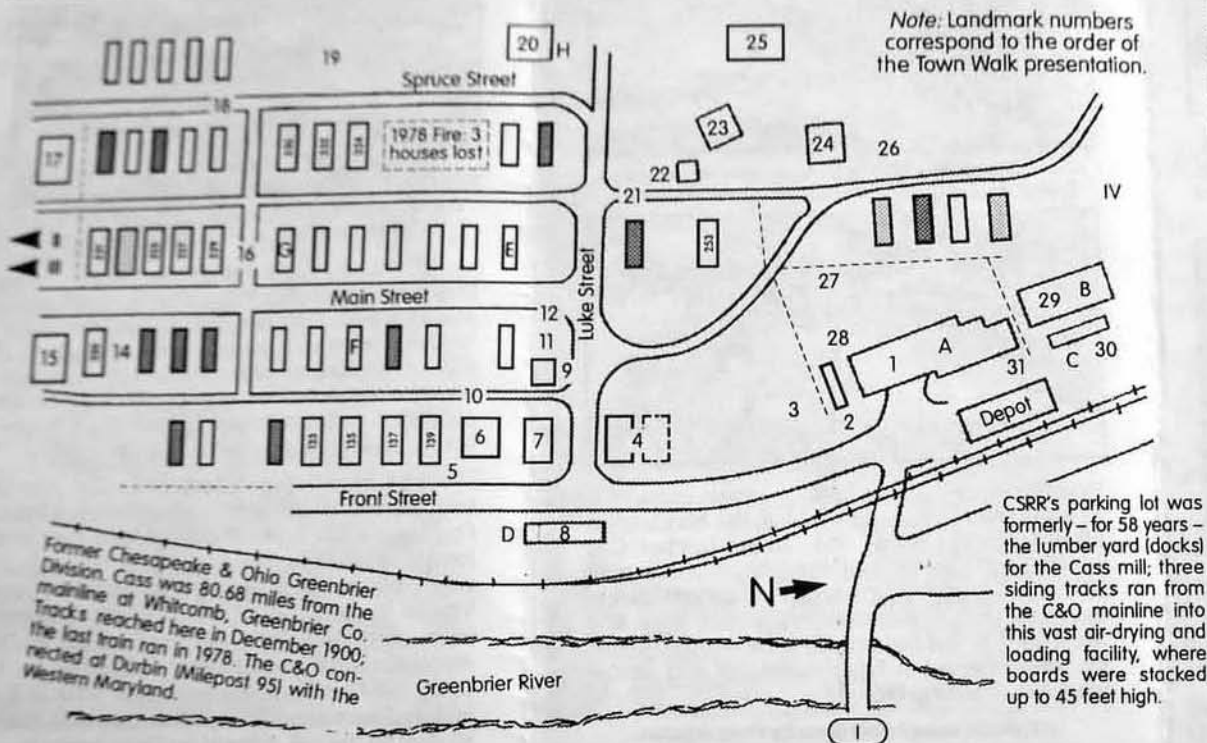
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WVP&PCo.

Cass Scenic Railroad State Park Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908



The 'Big Store' plus specialty shops, 'Museum Row' and more ...

A. Former Company Store Complex
Cass County Store (State Park Gift Shop),
The Last Run Restaurant, Pocahontas County
Tourism Commission Info Stand, Cass Wildlife
Museum, Cass Historical Museum

- B. Cass Showcase
- C. Country Craft Junction
- D. Lefty's Barber Shop
- E. Something Special, Ltd.
- F. Bear Essentials Tea & Spice Shoppe
- G. Westvaco Forestry House Exhibit
- H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses – 12 in Uptown and one in the old company's management section – rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrenovated Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroad & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Company
2. S.B. Nethkin Co. Meat Market (now Post Office)
3. Original company office building site
4. Cass Hotel / Mountain Inn / Town Shop
5. Front Row (no street until 1925-26)
6. First church (now Community Center)
7. Masonic Building
8. Latter-era company garage
9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
10. Lower Alley (missing many structures)
11. The Pen ('milking cow jail')
12. Company garage site
13. 'Uptown Cass' – Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street – 'The 'Back Rows'
19. Site of second schoolhouse (1908-1915)
20. General Manager's residence, 1933-1960
21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943
23. Doctor's home, 1902-1943
24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
26. Horse barn stone foundation
27. 'Aerial walkway' inexact replica
28. Site of S.B. Nethkin & Co. ice plant
29. Company hay and grain barn (1919)
30. Company Store retail coal bins
31. Retail coal scale shed

I. East Cass 'logger's entertainment zone' (a.k.a. Brooklyn, Hell's Acre)

II. 'Big School House' (built 1915-16)

III. Slab Town company section – dwellings for subsidiary's extract plant, 1914-1925

IV. Bohunk Hill – once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

rules and regulations are the only sources of restrictions for facility use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

Cass, West Virginia

Version 3.0, 9-96

Late, great shop (1923-72)



Above: The second Cass shop in 1965 at age 42
Below: Five days after the May 23, 1972 fire



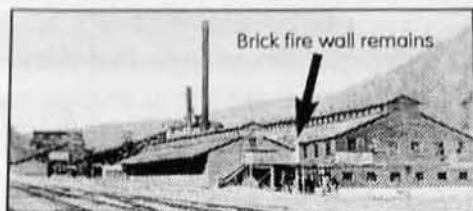
The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

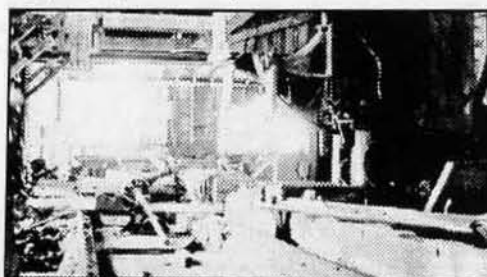
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* – available in brochure form at the depot ticket office – for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park

Cass, West Virginia

Version 3.0, 9-98

Cass Scenic Railroad State Park
Cass, West Virginia

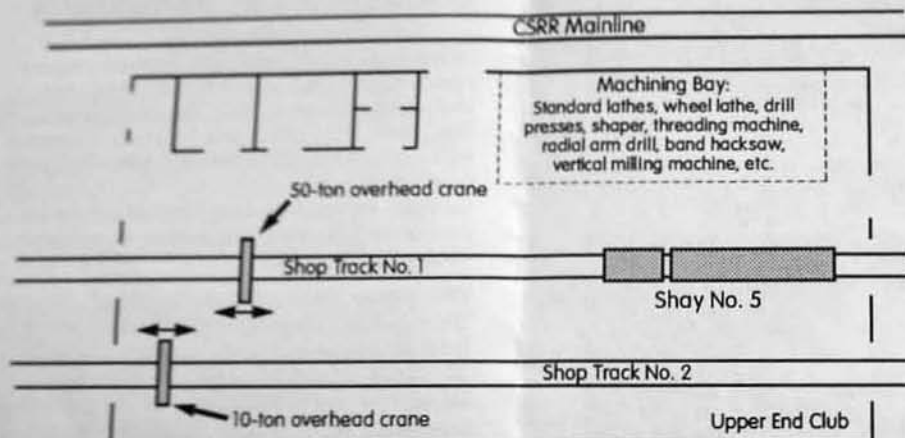
Cass: A Brief History And Guide To A Lumber Company Town: George Deike, Cass: 1989
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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

What's
in
the
Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70 tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-C&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Heister No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heister of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-of-service since June 1995; needs a new boiler.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Mabon); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Cass Scenic Railroad State Park

Cass, the state's first state park, was established for many years as vice-president of WVP&Co.

On Beyond Leatherback: The Cass Saga. Roy B. Clarkson, McClain Publishing Co., Parsons, 2nd printing, 1994. Cass: A Brief History And Guide To A Lumber Company Town. George Deike, Cass: 1989. Turnit On The Mountains: Lumbering In West

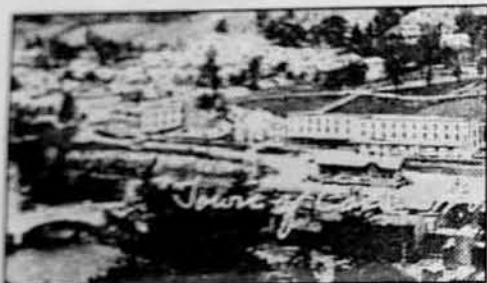
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based on personal research, interviews, and previous town walk presentations.



Photo by Philip Bagdon

The most popular addition to park program offerings, the *Top Of The Morning Tour*, affords a visit to the repair shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

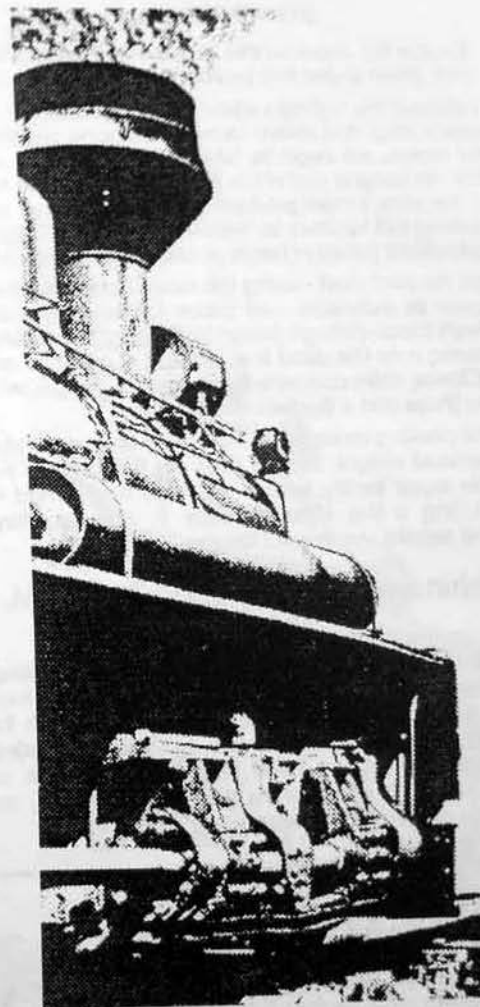
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

9:00 – Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for service, we begin by taking a look at the lumber mill, an integral part of the bigger picture – once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

Into the yard itself – using the ready track's in-steam power as examples – we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

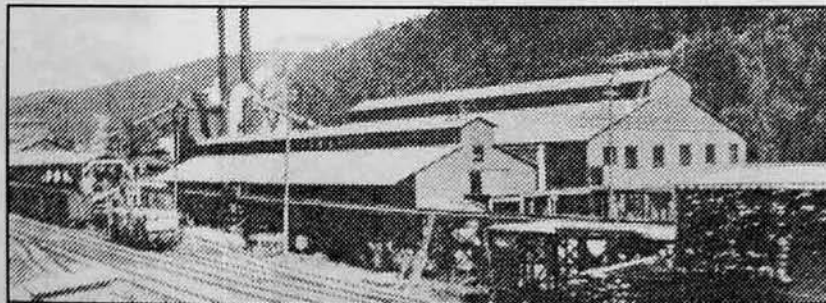
Behind-the-scenes Shop Tour, P.M.

1:50 – Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

11:15 – Saturday

1:15* – Fri, Sun • 2:15* – Sun

5:10* – Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 – Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new rail-logging display at Whittaker Station. To close out the Dinner Train season – and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) – Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 – Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk – a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice river-bank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town – historic subjects that they are – call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

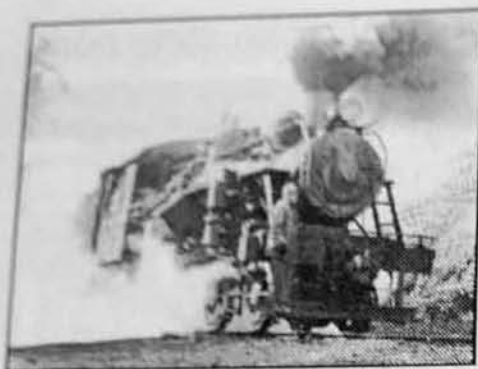


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.



Phil Bagdon Collection, WVU Library

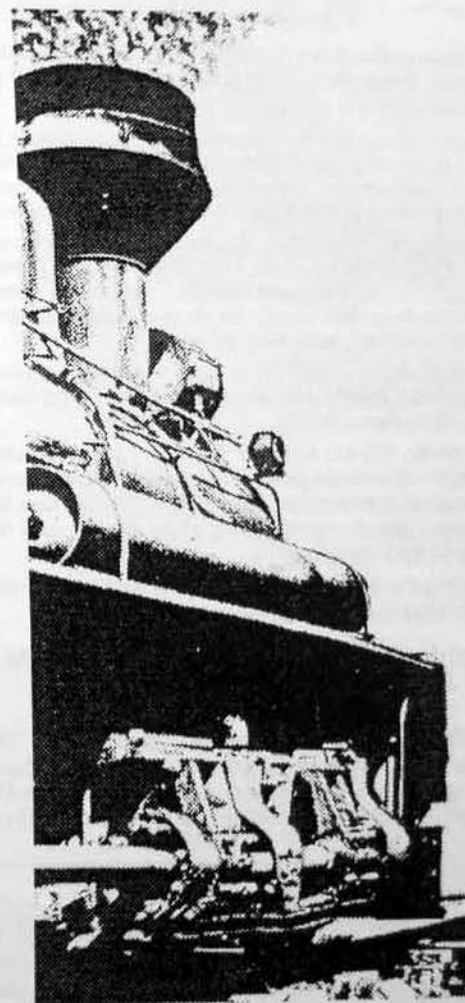
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

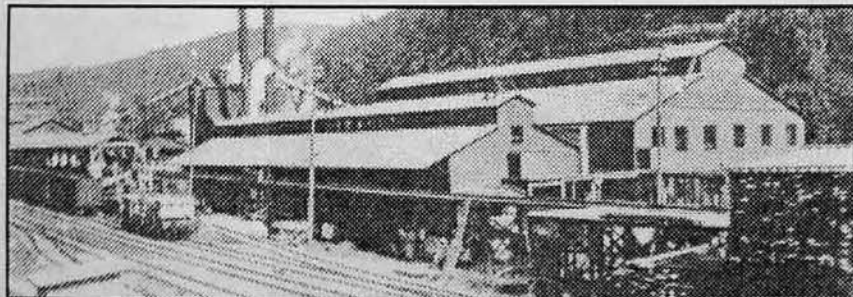
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

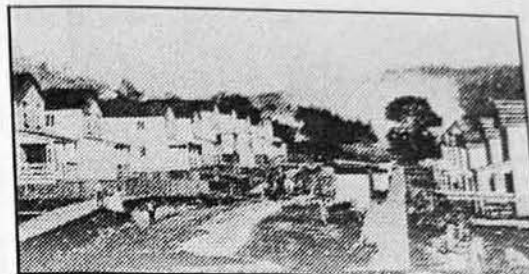
Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No.1's interpreter. Philip Bagdon opens the program with an overview of the once-immense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No.1 display, so join us for the rest of the story.

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20-minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's *Seasonal Historian*. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co.,
Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

Aerial Log Skidding

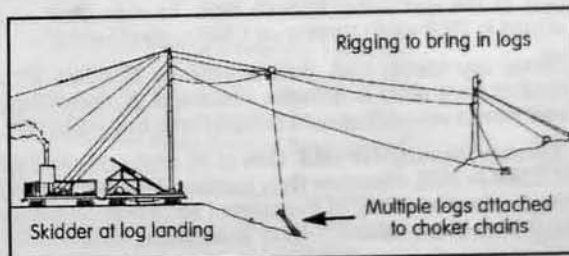


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set north-east of Anjean in June 1956. To the rear is a 'lowside' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

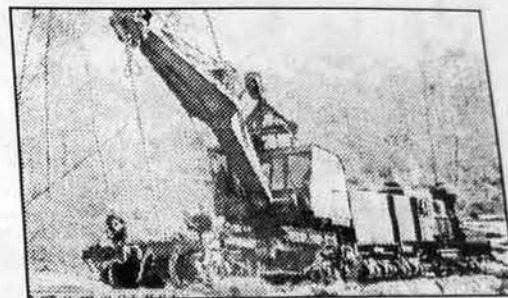
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the job's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

The Cass shop commenced work on the camp sets in late 1944; a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3- to 4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

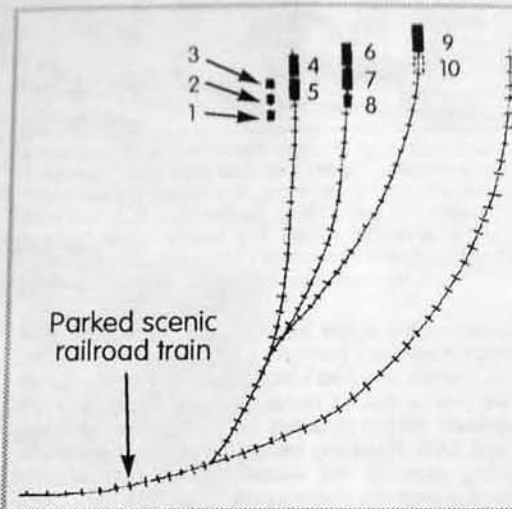
The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.

Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'log tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Photo by Vincent J. Bagdon

Above: The second Cass shop in 1966 at age 43
Below: Days after the fire of May 23, 1972



Photo by Richard M. Sparks

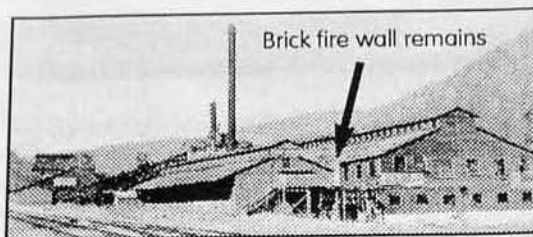
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steam-powered logging devices.

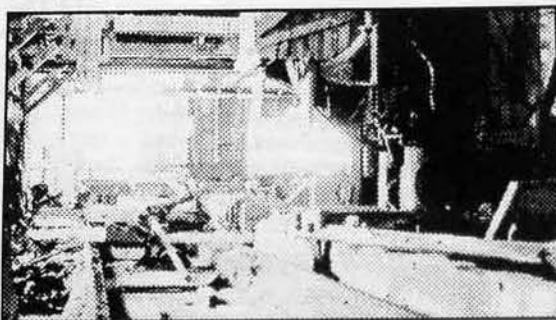
The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



Brick fire wall remains

This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest out-shopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

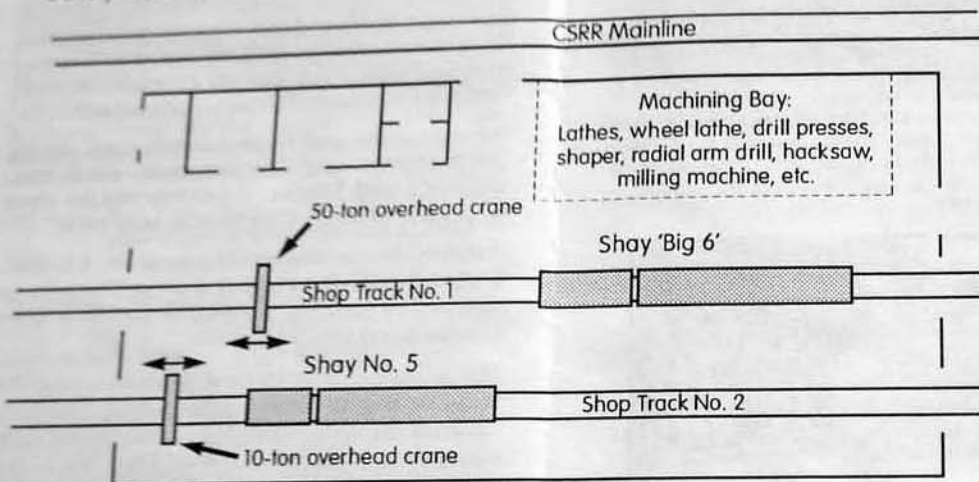
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model – 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopen in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' – in its original, 154-ton* 3-truck form – were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck – 'Class D' – model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Tile Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36. (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia – first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

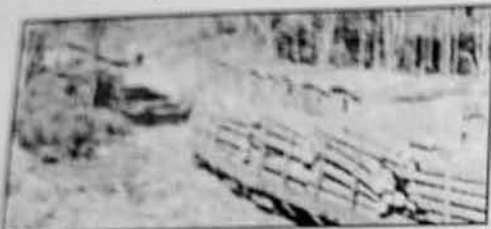
* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains

In brief: The Whittaker Camp No. 1 Display

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in the mid-1940s — possibly on Slide Run.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties — like those above — housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers — such as the filer (who kept the saws and axes sharp) — continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co.,
Parsons; 2nd printing, 1994

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding

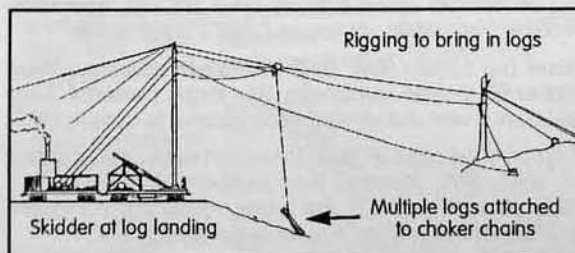


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside' coal tender and the company's diesel log loader — which is spotted for fuel resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example — built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader — shown here with the job's Shay No. 5 near Anjean, c. 1955 — is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter — the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park
A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

ass

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

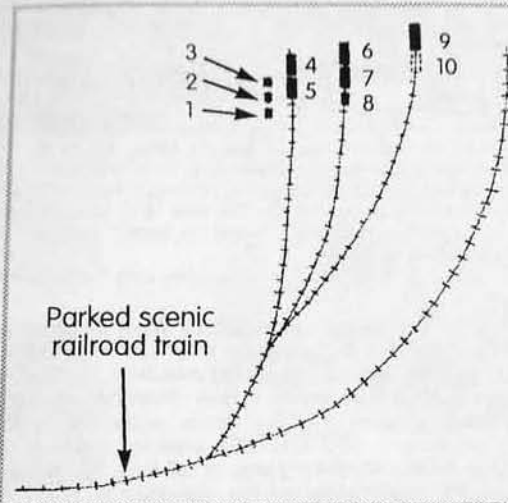
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which - besides grants and generous private financial support - has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for

grams
ate Park
96



Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

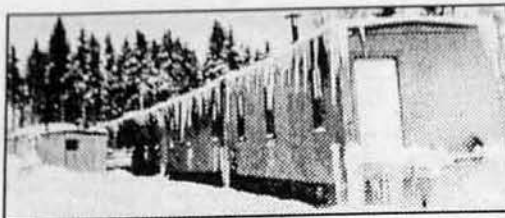
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The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

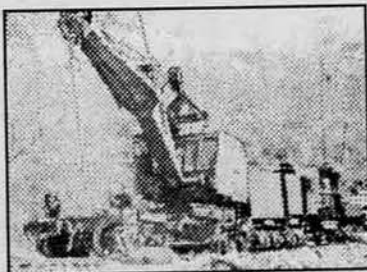


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

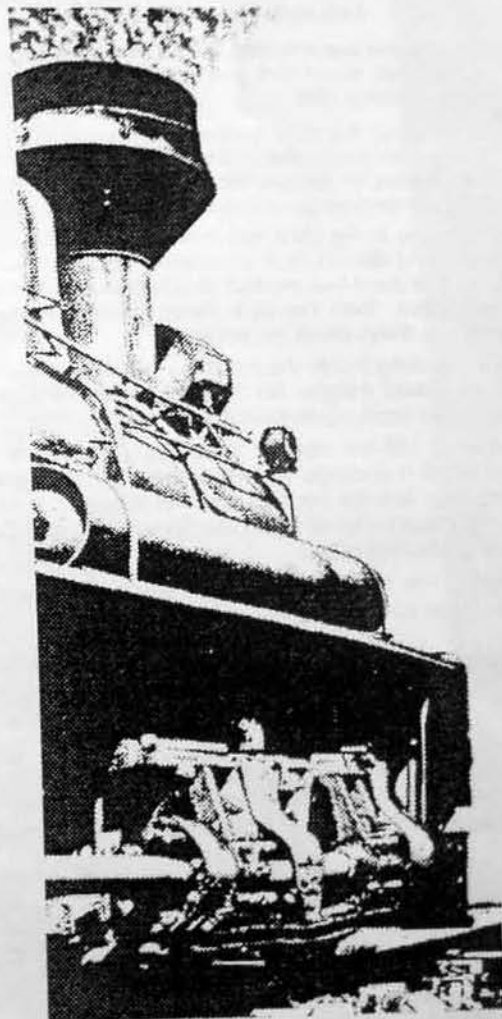
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

The Dead Line

The dead line track came into existence
when siding was extended for

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heister and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

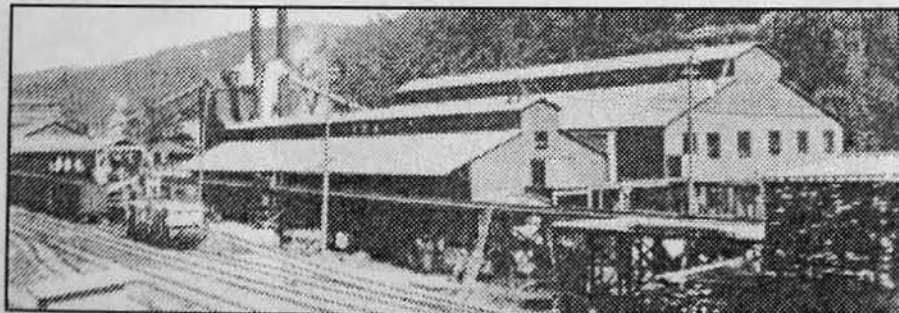
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Dalke



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, half-mile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town, placed in 1981 on the National Registry of Historical Places.

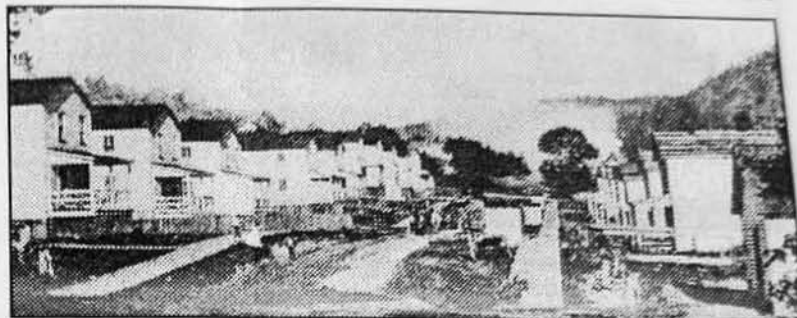
* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show.

(P. Bagdon photo, 1968)

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. - Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber's dead line where prior to scrapping, No.

A grand heritage in a modern wrapper: The Cass Shops

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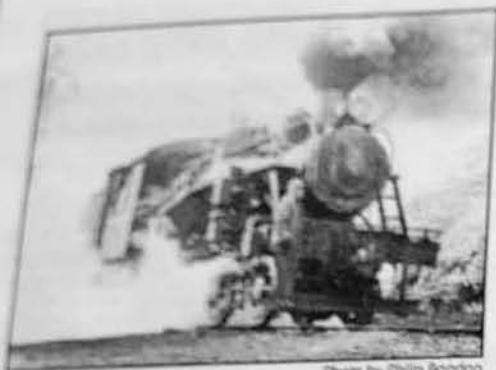


Photo by Philip Bagdon

The latest park program offering is the *Top Of The Morning Tour*. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber 90-ton Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the "true history" is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

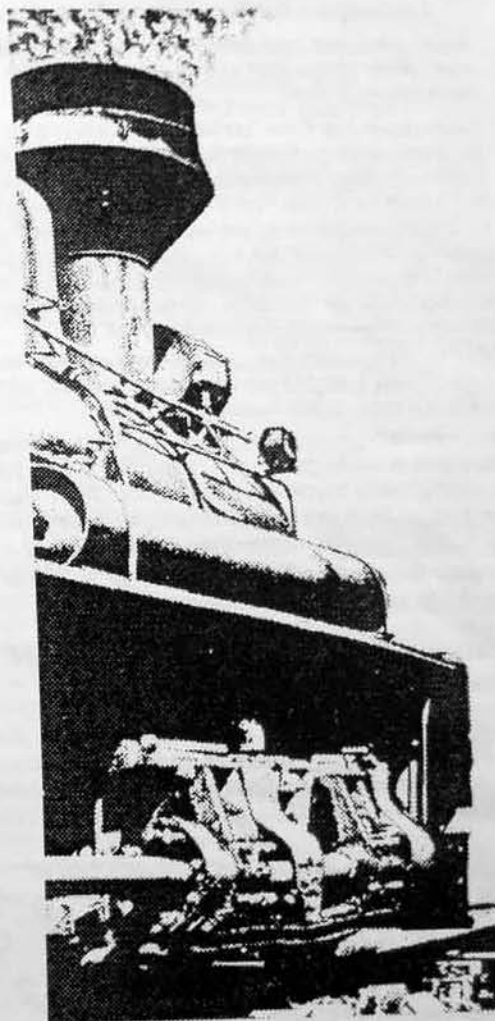
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Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

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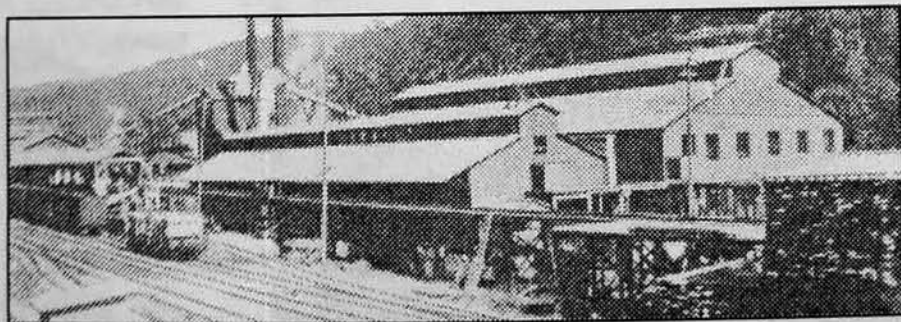
Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

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At the time of this 1923 'company photo,' the second lumber mill complex (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat: The History of the Snowshoe Lands by George Deike



Cass Town Walk

1:15* - Wed, Thur, Fri, Sun
4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

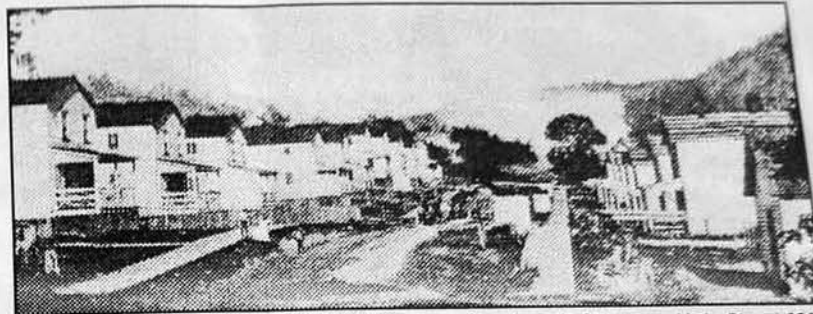
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing 'hardcore gearheads,' it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here - and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

Cass Interpretive Programming

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During its short excursion life, Mower Lumber Camp car 419 in May 1970. The car is now part of the Whitaker Camp No. 1 display.

Cars in the Whitaker Camp No. 1 Display

Mower Camp Car No. 419. A Middletown wood, truss roof flatcar (acquired by West Virginia Pulp & Paper Co. for log train service around 1919) fabricated into a bunk car by Mower Lumber's shop in early 1945. No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110 (which carried the American log loader for several years beginning in 1970) was used for this rendering, built in the early 1960s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the Diesel log loader at Whitaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber; was one of several cars donated by Pittston Coal Co. in 1970. For almost 20 years it served as a closed platform excursion car before being retired instead of conversion of wheels to roller bearing.

Four-wheel Caboose. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, this 'bobber' rode the rear of log trains out of Swandale (Clay County) for Elk River Coal & Lumber and successors - W.M. Ritter Lumber and Georgia-Pacific Corp. Donated in 1964 by G.P. Used on railfan charters for several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber Co.'s shop in 1939. This beefy 'long tree' device was active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whitaker in 1993.

Sources other than personal research:

Arlie Barkley, George Deike, Danny Seldomridge, Bud Cassell, John Cassell, Red McMillion, Darren Seldomridge, Wayne Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer



Ex-Mower Lumber Co. kitchen car No. 417 on the upper shop lead, August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co. in 1967; elegant 1880s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly Pennsylvania & Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley; acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C&O's closure in 1978.

Mystery C&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

Cass Scenic Railroad Equipment Roster (All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excursion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car' (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal & Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses - 30-foot wood, steel frame, acquired by Buffalo Creek & Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC&G, C-119 for B&O. Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model (reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last log train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.

Version 2.0 • September 1996



Log Cars

Mower Lumber Wood Archbar Flatcar. There were over 200 of these 40-foot wood flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday; Mower Lumber Co. (1942-1960) operated a reduced-size fleet. Part of the original excursion train (Closed Platform No. 3) and the only extant Cass log car, it is currently spotted on the old company store lead in Cass awaiting restoration.

Meadow River B-series skeletons (13 including Whittaker Camp No. 6). A total of 22 of these steel 40-foot log bunks (homemade) donated by Meadow River Lumber's successor, Georgia-Pacific, in 1972 - with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-13, B-14, B-21, B-23, B-25, B-30) brought directly to Cass and 8 (B-2, B-3, B-7, B-8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank. See excursion cars for 9 cars converted for excursion service. Today, B-11 and B-30 are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climax boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptations - E-31, E-32 - began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize 'long tree' loadout). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordnance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' ("OB" and "OC") are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car "OD" sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane in addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 "Fredon"); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusty and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, B-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

9:00 daily except Tuesday and Wednesday

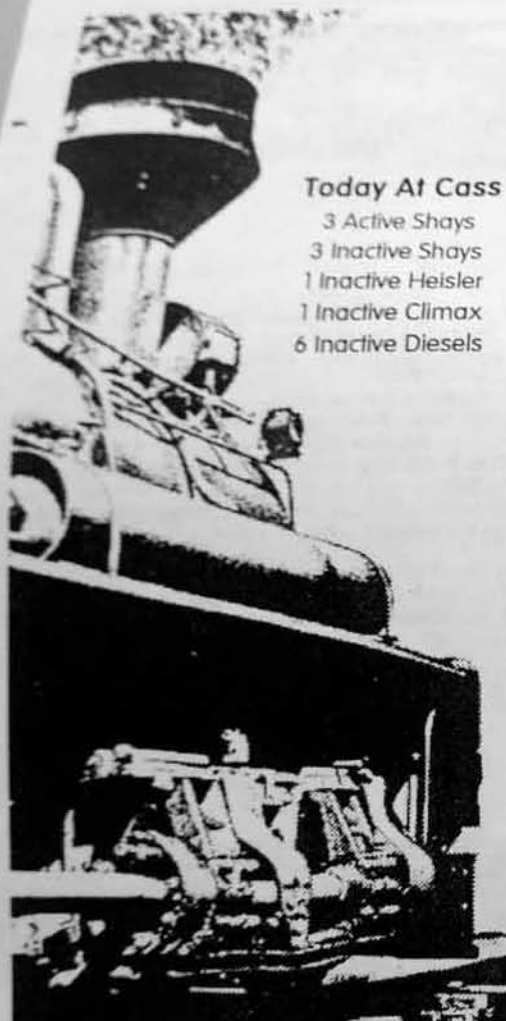
Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

...the Cass Lumber mill, once one of the

4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun
Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the





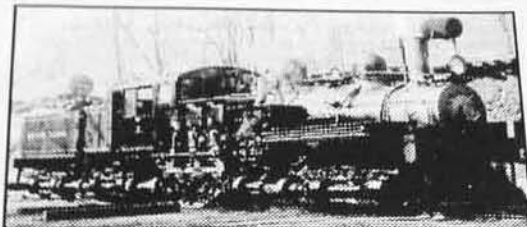
Today At Cass

3 Active Shays
3 Inactive Shays
1 Inactive Heisler
1 Inactive Climax
6 Inactive Diesels

CSRR brochure art, 1964-67

Sources other than personal research:

Artie Barkley, George Deike, Danny Seldomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

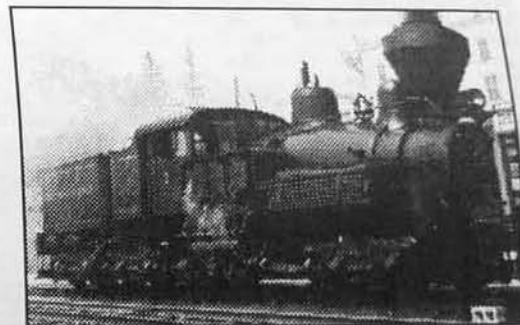
Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Ronceverte R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. It was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham County R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad Locomotive Roster (All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

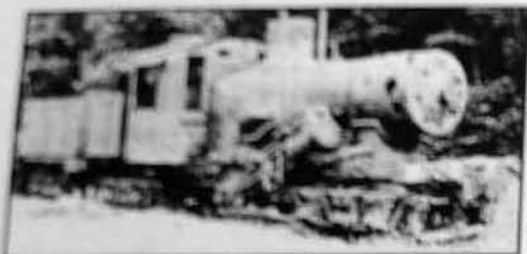
Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

* Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 • September 1996



Climax No. 8 shortly after its arrival, July 1971.

Shay No. 8 (c/n 1803, 1928). 80 tons; came to Cass new for the Greenbrier & Elk River, West Virginia, Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; currently out of service for a flue sheet replacement; it will be back in service for May Railfan Weekend.

Shay ("Big") No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" (in its original, 154-ton 3-truck form) – were used as foundational design; worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 9% ruling grade) for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting; fired up and tested on 9-21 and 9-24 (first run up mountain); it will run this fall, at least periodically.

Out of Service Steam Power

Heisler No. 6 (c/n 1591, 1929). 90 tons; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967.

then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service on Bald Knob Inaugural Weekend (May 1968); out-of-service since 8-95; needs a new boiler.

Shay No. 7 (c/n 3131, 1920). 70 tons; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



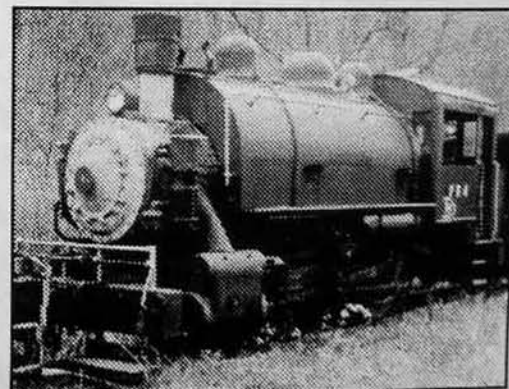
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.

Locomotive fuel oil cars, CSRR 219 and 220 on the ready track 4-75

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at White...

CASS HOMECOMING 1998 11th Annual

The community of Cass welcomes you to our 11th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committee. Your suggestions and contributions are greatly appreciated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and comments can be referred to any member of our committee:

Darrell Turner - President

Katrina Defibaugh - Treasure

Cathy Ribble - Secretary

Terry Ribble

Lefty Meeks

Dan Defibaugh

Wanda Halterman

Stan Beafore

Dave McMillion

Lisa Hubbert

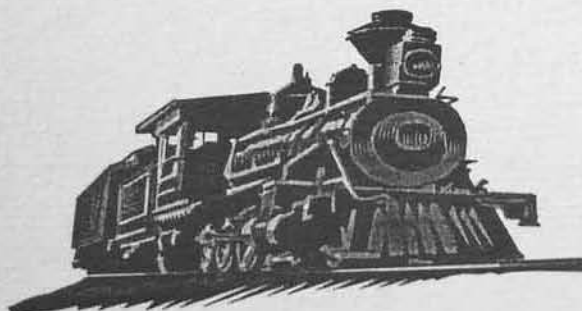
Gail Vanderander

Joe Warder

Tonya Warder

Brenda Thomas

Mary Perkins



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**11TH ANNUAL
CASS HOMECOMING 1998
AGENDA
June 24 - June 28**

- June 24** **Pageant for Prince & Princesses** 7:00pm
Cass Fire Hall (age's 5-8)
- June 25** **Prize Games Free for all ages** 7:30pm
Community Center (Donations excepted)
- June 26** **The Great Cake Walk** 7:30pm
Community Center Parking Lot or Fire House in case of rain.
- June 27** **Registration**
10:00am -3pm Fire House
*** You must register to receive a dinner ticket***

Start the day of fun for the young and the young at heart
Located at the Fire House

Pet Show 10:00am
With small household domestic pets

Games 10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons
Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar 10:00am
Fire House (set up 8:00am)

**Antique Car Show and
Fire Truck Display** 11:00am
Fire House

The Second Annual Cass Parade 1:00pm

Magic Show 2:00pm
Puppet Show (following the Magic Show)
Community Center

Registration Table will Continue 4:00pm-6:20pm
Community Center

Crowning Ceremonies of the Queen and King 5:00pm
Community Center

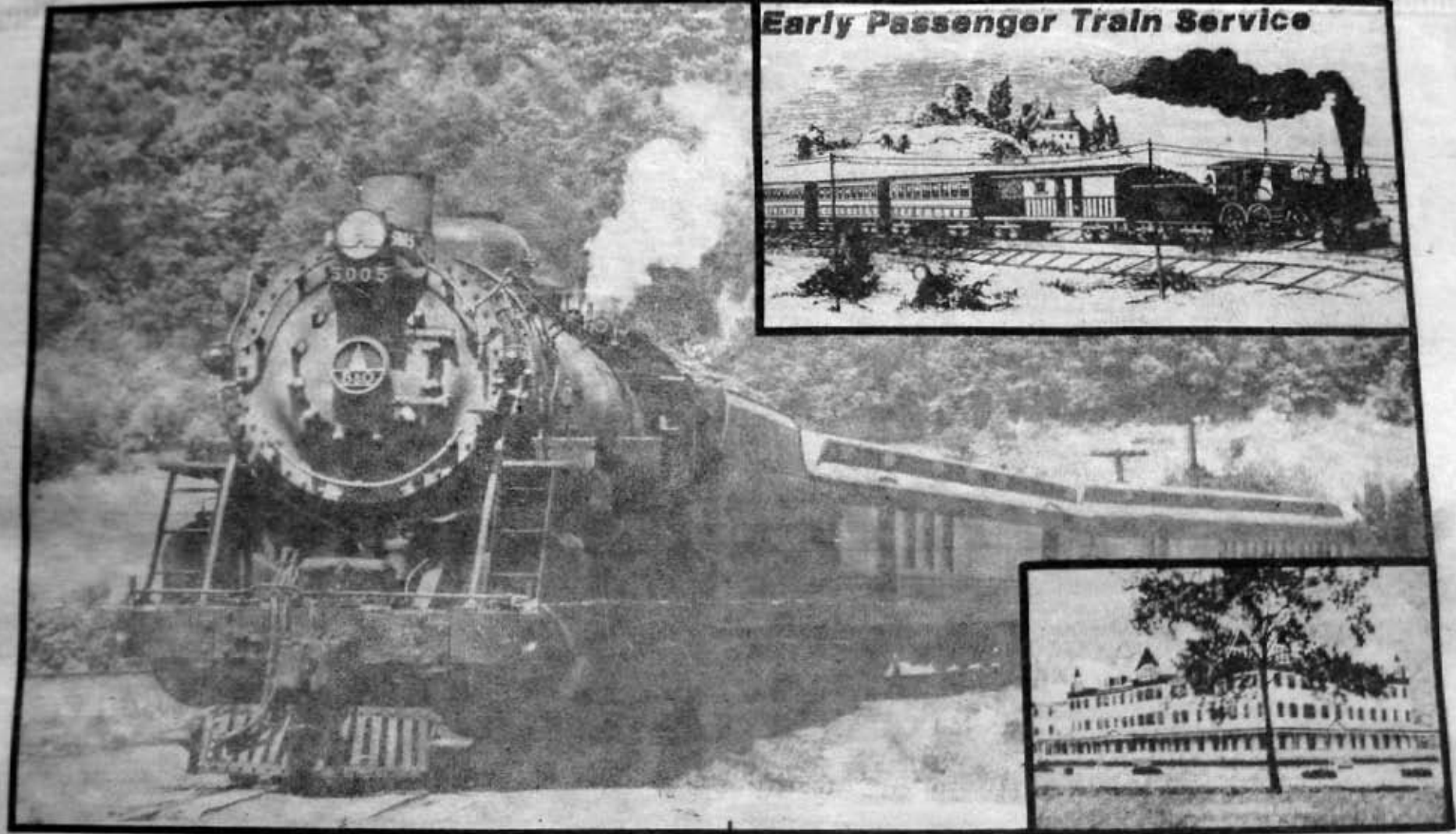
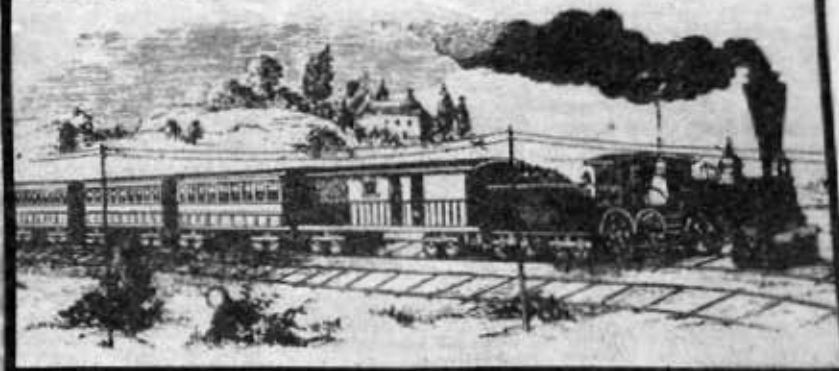
Dance Live -Music 7:00pm
Bigger and Better

June 28 **Church with Gospel Sing** 10:00am
Cass Methodis Church
Final Registration 11:00 -12 noon
Community Center

Buffet Dinner 1:00pm

* Don't forger to bring your dinner ticket or you will be charged \$5.00*

Early Passenger Train Service



—Cass Scenic Railroad Memory—

by Sheriff Given

Pop Good, Leonard

time of day by the way they

blowed the whistle on

of a variety of

Pardee & Curtin Lumber Company

also in the olden days of logging. Also

nearby is the former shop build-

ing done by the Webster-Randolph-

been in the Webster-Randolph-

To the traveler who has never

Lumber Company, George

Gum, Web Hollifield, the

Whistle of Camden

of this scene

of the scene

Pocahontas area

in the Webster-Randolph-

been in the Webster-Randolph-

To the traveler who has never

Camden-on-Gauley, Web-

ster Springs and all across

WV. Each steam railroad

of the scene

of the scene

Pocahontas area

in the Webster-Randolph-

been in the Webster-Randolph-

To the traveler who has never

rattles in its efforts to build

up pressure steam, and

of the scene

of the scene

Pocahontas area

in the Webster-Randolph-

been in the Webster-Randolph-

To the traveler who has never

To the traveler who has never

of the pine family, spruce,

yellow and red pine used by

of the scene

of the scene

Pocahontas area

in the Webster-Randolph-

been in the Webster-Randolph-

To the traveler who has never

To the traveler who has never

many more steam railroad engineers of Monrovia Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

INSIDE THIS ISSUE

The Cass Scenic Railroad	Page 2
Cass Railroad Dinner Train ...	Page 3
The Cass Railroad Rates	Page 3
Cherry River Boom And Lumber Company	Page 4
Pardee And Curtin Lumber Company	Page 5
Paul G. Thayer	Page 8
Asking Politicians To Consider Youth and C.C.C.'s	Page 9
The Coldest and Highest	Page 11
A Trip To Bald Knob	Page 11
South Branch Valley of WV ..	Page 12
What A Ride	Page 13
The Country Store	Page 15

Gauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster Springs. The WV Midland Railroad out of Webster Springs with George Jackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensable mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.

The steam locomotive, the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/2 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

pistons throb, the gears grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So, Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffey's town of old spruce and new spruce, and Cass.

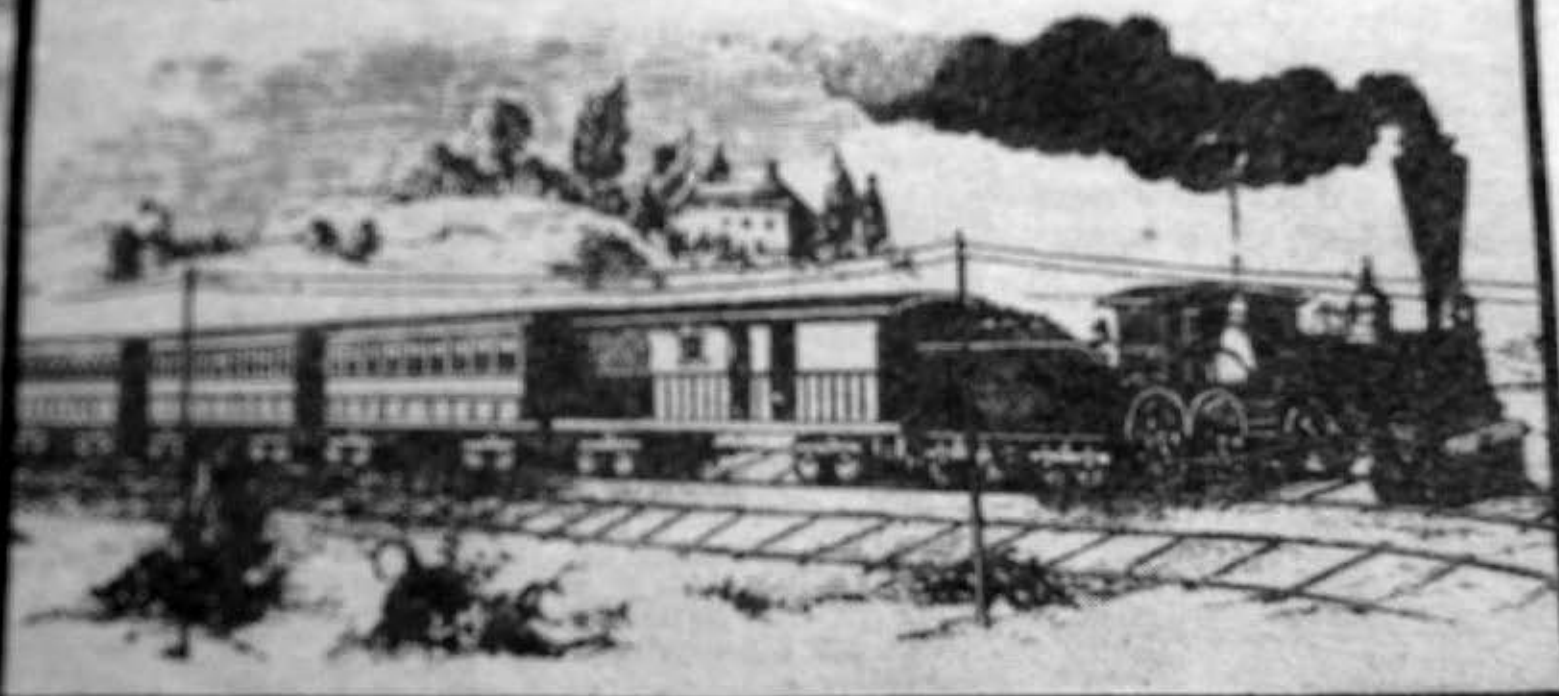
Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply Continued On Page 3

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/2 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14

Early Passenger Train Service



The Cass (West Virginia) Scenic Railroad

January 8, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Seedcorn in Your Eyes," and soon another "Of Men and Mighty Mountains". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 td., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today—Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30-foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, staggered pants, John Ritchie green and black or red and black checkered shirts, suspenders, a log dump

with real logs about one-half mile from camp close to the railroad. You must have a siding with the original log cars—some loaded—some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge. In dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its best.

Cass, like Tioga, Diana, Bergoo, Holly Junction, Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and something worthy to attract the tourist dollar.

Welcome to

**Pocahontas County and
it's Many Attractions...**

The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes," and soon another "Of Men and Mighty Mountain". At the present he is semi-retired, and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 ft., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

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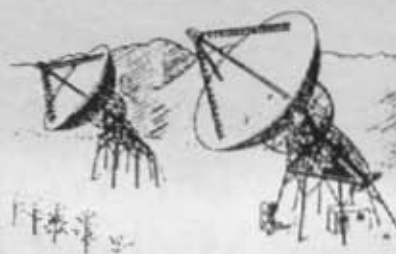
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P.O. Box 275 • Marlinton, WV 24954
1-800-336-7009

NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____ PHONE () _____

Cass Scenic Railroad Memory

Continued From Page 1
 dwindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shift per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for junk and the town suffered massive unemployment.

Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12 1/2 miles of steam railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 3/4 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 12 1/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Wally Barron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

purchase from Midwest Junk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relettered and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world; the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work in the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or re-birth of business for Webster County.

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute slide narration what time has taken away from Cass, the Showcase has returned. Shay engines, and the #5 Hysler, cruising speed

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is standard for a trip on the Railroad, a museum, the railroad cinders, the on top of Cheat the sweater will be a great the future.

Cass Scenic Railroad Dinner Train Schedule

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

Whittaker Station	Children
Bald Knob	Ticket includes admission
	Minimum
Whittaker Station	No group rates
Bald Knob	SPECIAL SA
	NIGHT TRA

Midland Railroad

fourth round of their championship fight at season, farmers could be seen plowing, planting or harvesting from spring

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Cass Showhouse, a scale model of the complete with scale in appearance in its work, is just what you

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about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is

standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

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outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA.

FARES

Whittaker Station	Adult \$8.00; Child \$4.00
Bald Knob	Adult \$11.00; Child \$5.00

Children under 6 free

Ticket includes admission to Cass Showcase, Wildlife

and other attractions

Whittaker Station	Adult \$7.00; Child \$3.50
Bald Knob	Adult \$10.00; Child \$4.50

No group rates on weekends

SPECIAL SATURDAY
DINNER TRAIN RIDES

...with the 90-ton #1 engine in 1961, with Pop Gibson, the engineer, and all of the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad

Wally Burton, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on July 5, 1919 on their return to Sutton.

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

CALL 1-800-...
FARES
 Whittaker Station Adult \$6.00, Child \$4.00
 Bald Knob Adult \$10.00, Child \$4.50
 TRAIL HISTORY MUSEUM, 100 W. 10th St., Wheeling
GROUP RATES
 Minimum 15 Persons
 Whittaker Station Adult \$7.00; Child \$3.50
 Bald Knob Adult \$10.00; Child \$4.50
 No group rates on weekends
SPECIAL SATURDAY NIGHT TRAIN RIDES
 Includes:
 West Virginia Barbecue
 Live Entertainment
 Train Ride
 June 10 and 17
 July 1, 15 and 29
 August 5 and 19
 September 2
****BY RESERVATIONS ONLY****
 Adult \$22.00
 Child \$15.00
SPECIAL TRAINS
 SENIOR TRAIN - September 9 \$13.00
 HALLOWEEN TRAIN - October 28
 Adults \$10; Children \$5.00

Midland Railroad

Continued From Page 1

The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a three-story all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive—a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

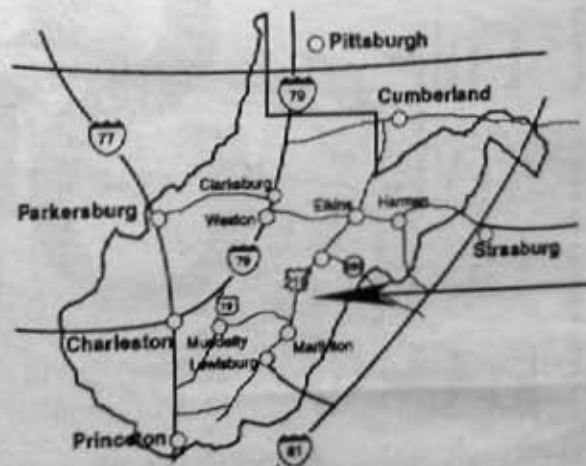
The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on July 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62-mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the



The Old Cherry River Boom And Lumber Company

April 21, 1965

How does one bring back memories of logging days when power saws were unknown, when woodhicks "Shot George" a form of snuff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and sniff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging; when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; where food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story were gathered from a local



Webster County man, Mr. George Gumm, a proud retired railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars—they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge—the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still

survive and a few train wrecks are still vivid. Elbie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run $\frac{3}{4}$ mile, wrecked and killed Frasier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of lgs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names—Jim

Sarrani, Lew Lombard and Dick Palmer—had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 wood—the two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmer had seen progress move on. Appearing on the scene were new names—Billy Hawks, trainmaster; Joe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him—so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you cheat him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm, on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school, church, big store and about 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Continued On Page 5

Stables

● Pool

● Tennis

Year 'Round Enjoyment

Skiing ●

Fishing ●

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County, carried on by Smith and

Oilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major

operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie

Hines, all still living.) I expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Stenmore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently—from Brooks to Harmon, to Hall, to S.A. Morton.

Erbacon was the scene of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full.

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4
Gauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932—their bridge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappearing.

The year 1943, during World War II saw Charley Badgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene—Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, 4 yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Stratton, somewhere in the west; Arterier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

CLEAN

Pardee And Curtin Lumber Railroad

Continued From Page 5
Wagner, now living in Charleston, W.V. The elder Wagner logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging. Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, W.V., the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaching a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

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hours. If they were out 13 hours they were allowed eleven. If they loaded 24 cars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man paid from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description.

Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

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men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

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Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

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The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, W.V. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and, when possible, a brief history of the company.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

Pardee And Curtin Lumber Railroad

Continued From Page 5
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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an important roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

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Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

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The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

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The No. 9 engine that remains from that narrow gauge is still in operation being used as an attraction in the Maryland.

The Curtin

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on Clark and John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety. The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today. The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Hoovers, and the No. 6 Climax were brought to the Curtin Mill site to make

tears as the history of a narrow gauge passenger railroad was coming to an end. The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo. The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for ~~slabs, beams, and~~ crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet. The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto Gauley as far down as Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this

mine. The day in narrow when Ro 12, with and othe Red O: Bergoo, the old parts w Thoma of Fe County The that re of nar is stil being attract Maryl The be wi and v sale in Unite intere and, a factory contin comm intere The Bethl locate was i opera Coun own and machi for so histor know becau state c Parv L, as from prod

Hennings, John Cochran Lee Gadd, and the boys who pulled the "Curtin".

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A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in

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Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of

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Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corkin, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

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could make their
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and the West
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part of 1929 and
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to meet the challenge and
rebuild the mill. The mill
was so well assembled
under the guidelines of Mr.
Corkin, that they had a
normal cut the first day and
in less than 120 days, both
sides were running.

The mill ran from 1942
to 1945, mainly from
timber on the Back Fork of
Elk and Pointa Mountain.
The mill finally closed in
1945 and the mill assets
sold to Harrison Lumber
Company of Arkansas.
The old engines were sold
to Midwest Steel and Junk
of Charleston, WV. The
engines were cut up and
loaded at old Red Oak
Mine. It was indeed a sad
day in the history of
narrow gauge railroads
when Ross Roy ran old No.
12, with the smokestack
and other parts gone, from
Red Oak down through
Bergoo, across the river to
the old mill site, where the
parts were later sold to Ely
Thomas Lumber Company
of Fenwick, Nicholas
County.

The No. 9 engine is all
that remains from a legend
of narrow gauge engines. It
is still in operation and
being used as a tourist
attraction in the state of
Maryland.

The Curtin story could
be written in book form
and would be worthy of
sale in any book store in the
United States. My main
reason was the history

coal production. The
population has dropped
from a high of approxima-
tely 1,800 to about 250
people. Coal production is
still alive with Ike Lewis, a
former football coach and
coal stripper, from
Pickens. How much
production he gets is
unknown to this writer,
but I would estimate
approximately 700 tons
per day.

Bergoo No. 4, from
1935 to 1959, was a rather
good mine with a lifetime
production of 6,498,554
tons. It was a thriving
mining town with 70
houses, company store,
school, church, and union
hall. The taxis out of
Webster Springs kept the
road hot bringing the
miners to town and back to
spend their money.

The No. 5 mine was only
in operation from 1945 to
1950, with a production of
501,780 tons.

Britton No. 1 from 1943
to 1943 never amounted to
a whole lot, 10,178 tons.

Britton No. 1, from
1943 to 1959, produced
3,664,585 tons, and was a
great service to the poor
people. The waste or bone
coal rejected by the washer
and dryer was used by
about all the people in
Webster County, at one
time or another. Large piles
of bone coal remain today.
It was used for fills, roads,
and was a great help to

Webster Springs. A Mr. Haw, who laid the steel for the West Virginia Midland Railroad, were on that gloomy day and shed a few tears the history of a narrow gauge passenger train was coming to an

Pardee Curtin Company bought the passenger train cars and it was used for years as a work shop from Webster to Bergoo.

At Bergoo was a millright, from by the name of Shell. He was in the business for more than two years.

He was in full operation by April 1929.

He was one of the best

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This was soon

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County, was on

The old engines were taken to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging mill, shanty houses, and early history of the area. I will continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, on Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404

production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local economy.

the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his soul to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items and the

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was the mill made Rose on and Harry on the other, and was so full hardly find miter stack. A tion of the exposed to France, with ook of New as broken and wide popular in England and being.

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Parker Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

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Bolair No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our

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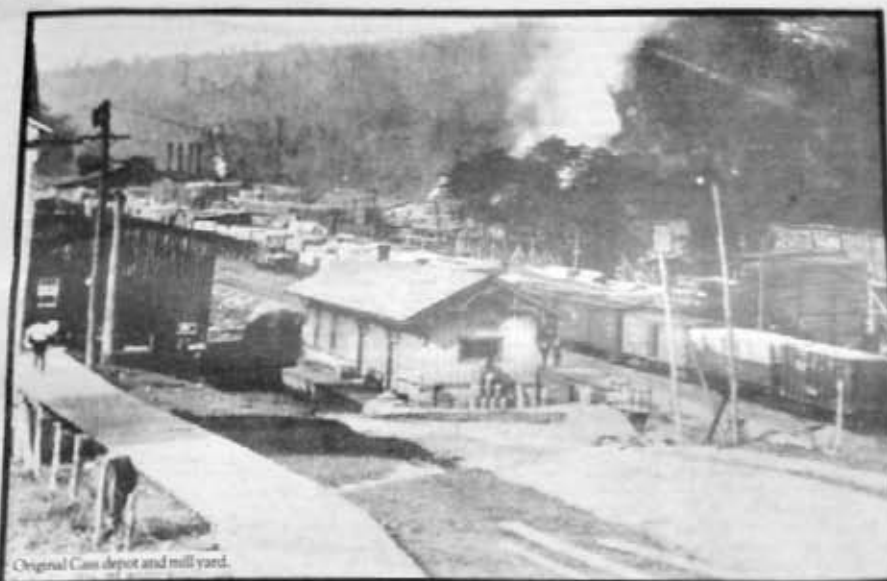
Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11



Original Cans depot and mill yard.



Engine No. 4 approaches the Sun Field point area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



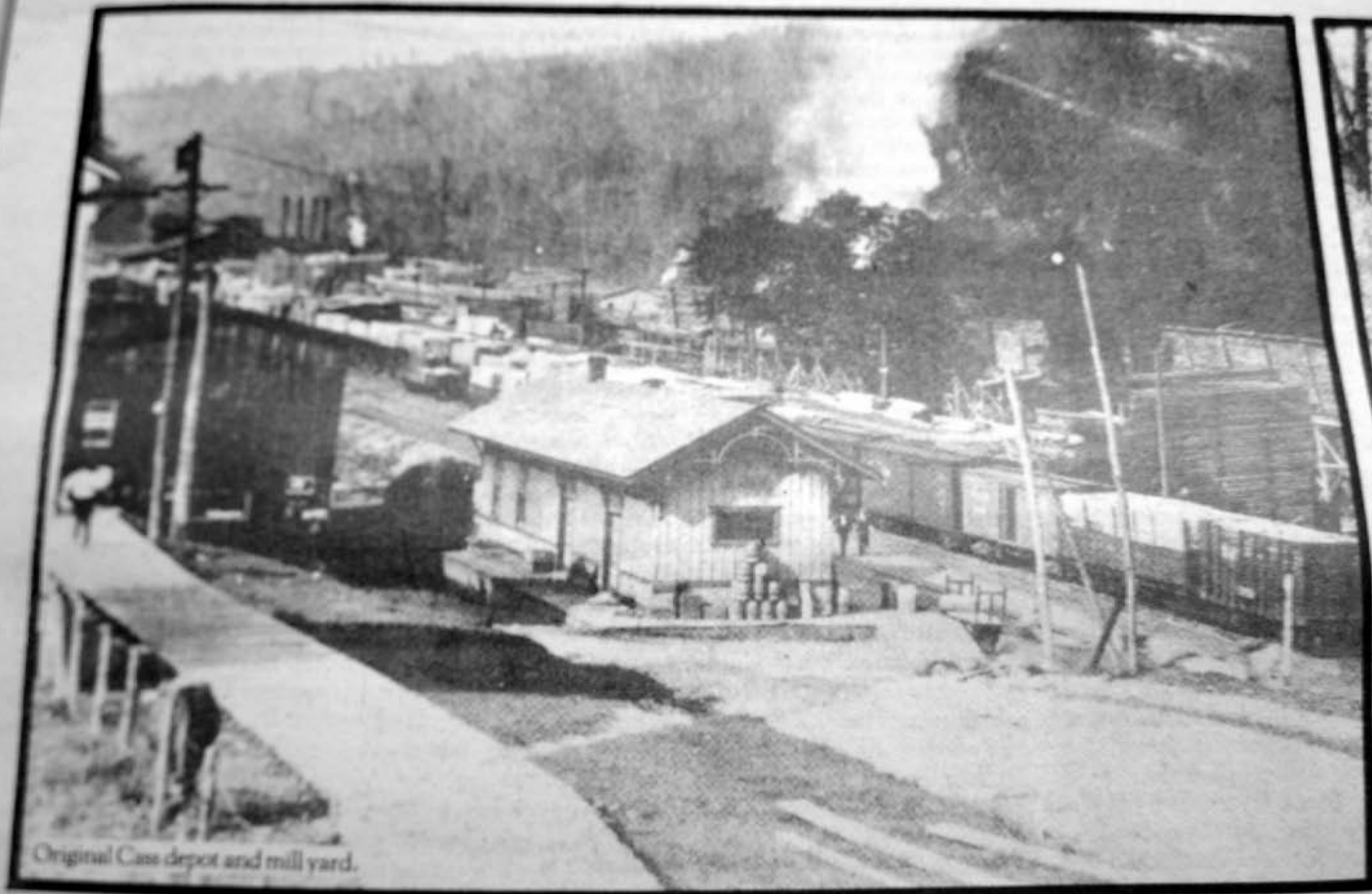
The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Passenger engine and a 4-4-0 (A.C. Cass) passenger engine.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



Original Case depot and mill yard.



Engine No. 6 approaching the Glen Rose grade and over Cross, West Virginia with a background of brilliant red colors. The Cross grade is a narrow-gauge railway.



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Bertow depot and a 4-4-0 (A Class) passenger engine.

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The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.

Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



The Western Maryland Railroad Bridge at Bengon has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Engine No. 8 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.

Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blew the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Donnegan hollow to Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

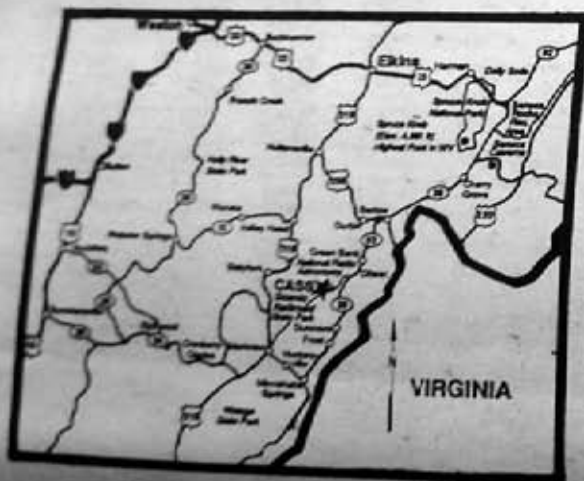
Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken rail and we derailed 18 hoppers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 feet long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

Mr. Thayer married a railroad woman. His Charlotte Thayer, was a clerk and telegraph operator in Grafton before they moved to Cowen.

Mr. Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experience. He is a living, walking legend on B&O Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all Webster Countians and West Virginians should be proud of.



Paul G. Thayer

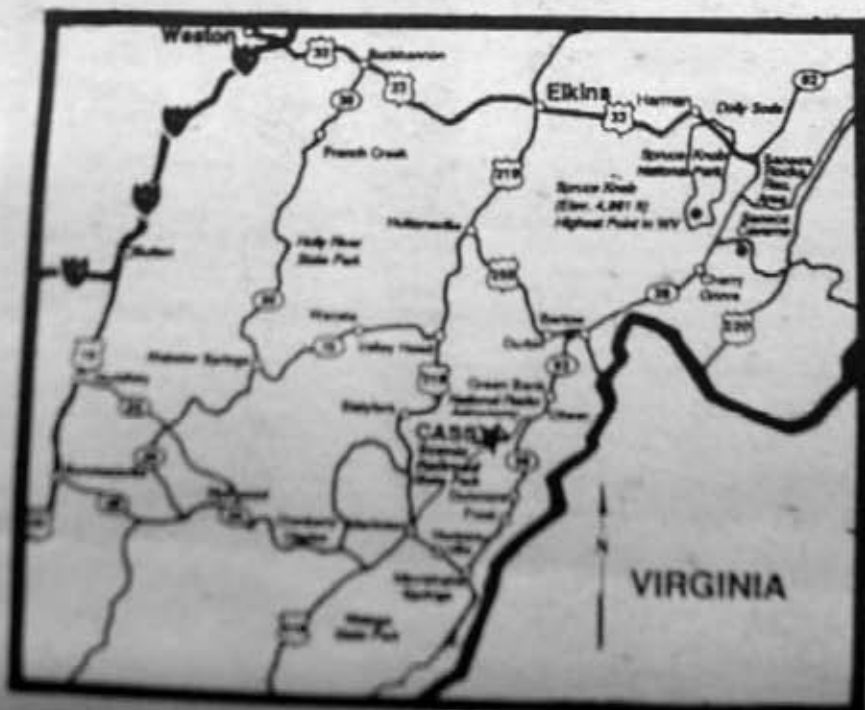
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of the second floor hotel. Mr. Thayer made it back to the and the Hostler for informed him and the in that the engine and lines to the passenger s were freezing up. Thayer, the fireman atler had the engine out, heat in the ger coaches and ad crew was on their t 7:30 a.m. for noon.

Thayer served as r on the 5005 r train engine from id to Clarksburg. lowed the whistle nd the throttle on e of the biggest gines ever in tpe the 614, that ntinuously on runs yet today from Cincinnati

The 7608 was long from cow the coupling at the water tank 35 lb. steam did 25 tons of 1,000 gallons of ne used to haul s all over the tates during

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Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general condi- tions. A new air condition- ed Beanery was built and this writer and his brothers were the prime contract- ors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Dutch, coming from Camden on Gauley. We came upon a broken rail and we derailed 10 tappers of coal. Every- body remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 feet long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

Mr. Thayer married a railroad woman. His Charlotte Thayer, was a clerk and telegraph operator in Grafton before they moved to Cowen.

Mr. Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experi- ence. He is a living, walking legend on B&O Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all West Virginia and West Virginians should be proud of.

As

by Sheri

My p been fil blunder: Sometin the non the elec the po two-tim had a st at the here Virgini recove man th the el 1972. recou Cour opene voting of ba no b excep Larri ballo and sions elect mov coun elect preci Bens winn three Cou Bens State and

Asking Politicians To Consider Youth And C.C.C.'s

by Sheriff Given

My political career has been filled with dangles, blunders, and boo-boos. Sometimes we learn from the non-elected, as well as the elected. Dick Benson, the popular air pilot and two-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate seat for 4 years.

I was elected to the 1st Silver-Haired Legislature

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public office.

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an all-time high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded

checkerboard John Ritchie shirts, etc. Out of this 10-day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30-minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest Joe

politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors — the team gets out their cash political funds, and pay on the precinct level — and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits, labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.

The great 100-year flood of November 4 and 5, in history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

Continued On Page 12



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If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

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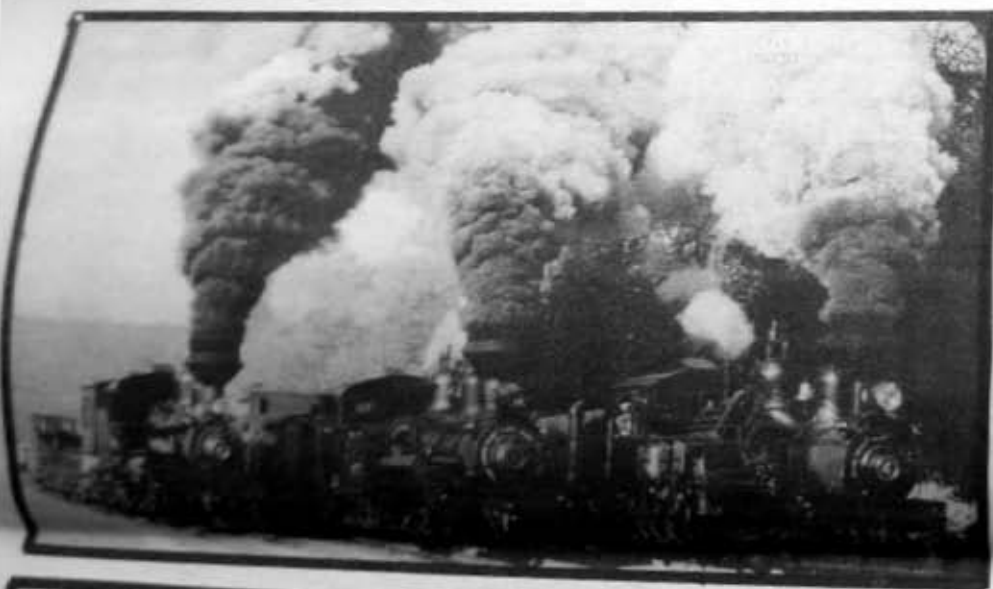
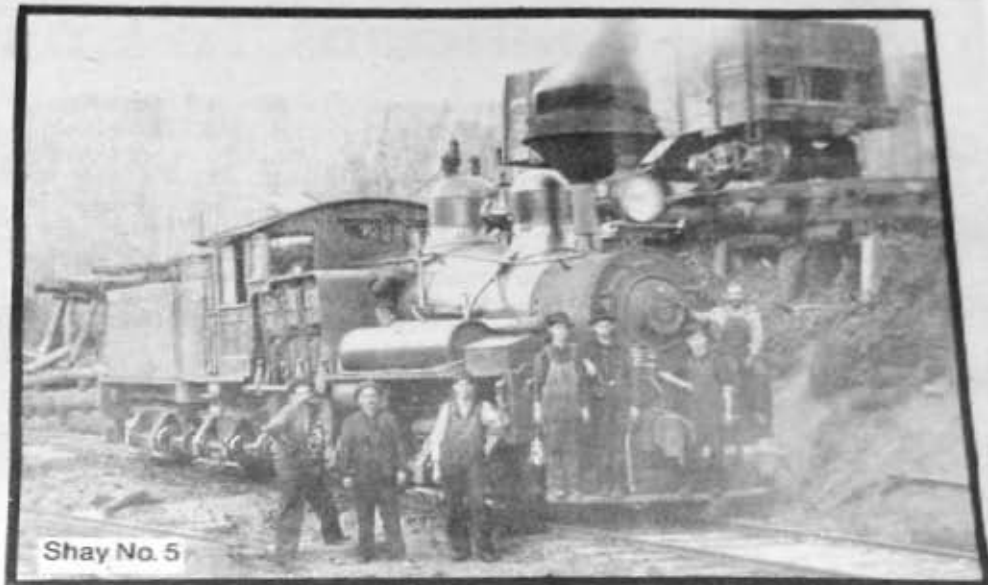
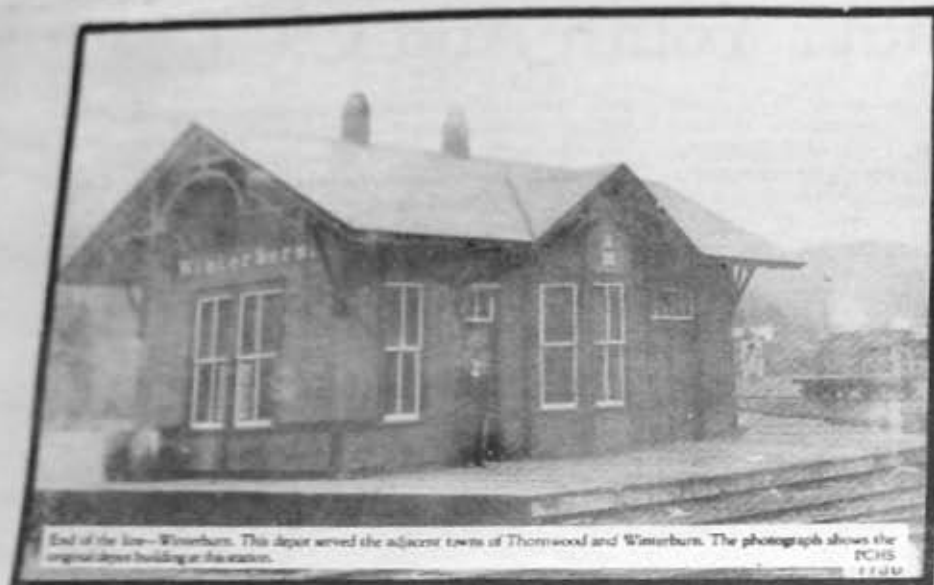
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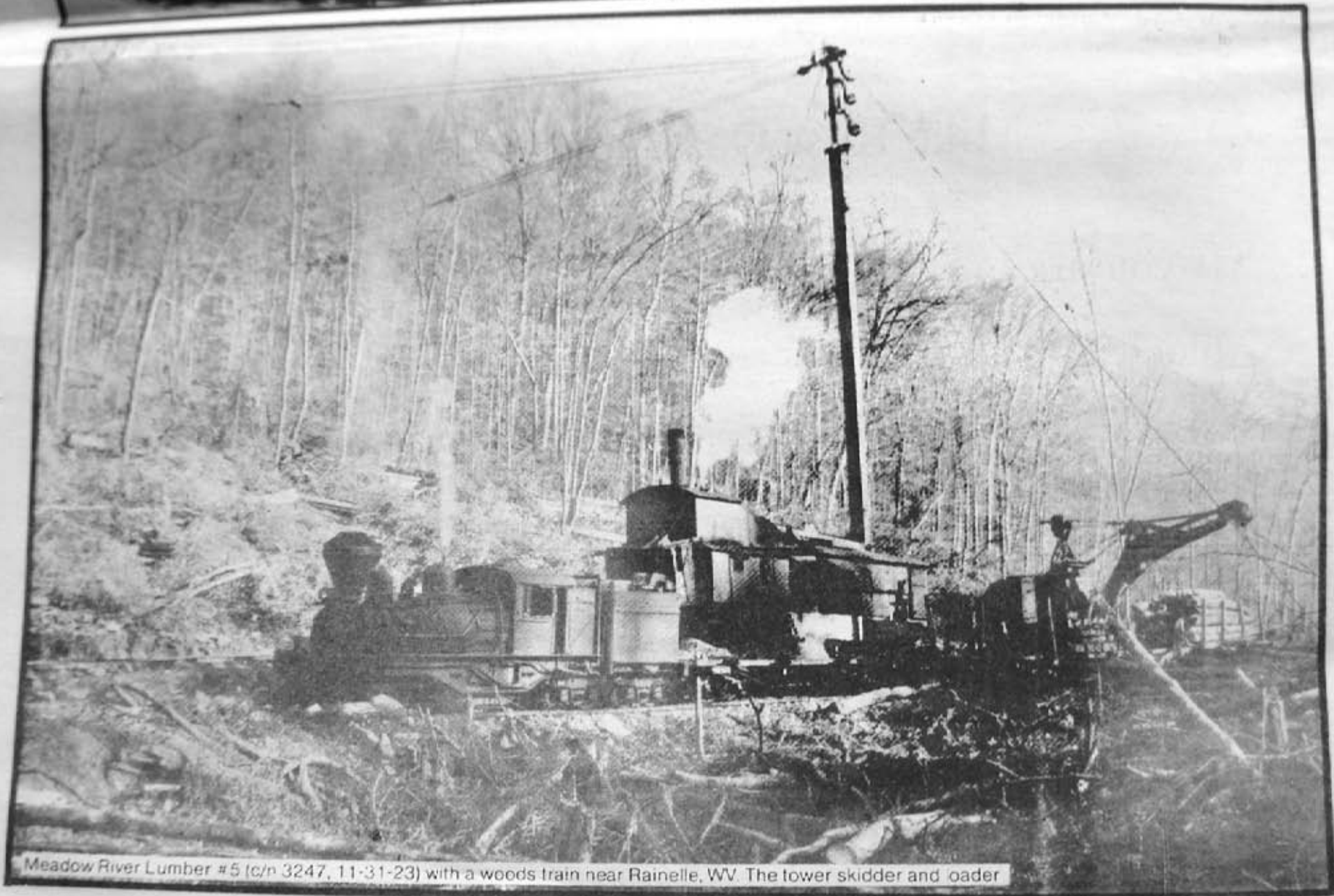


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Meadow River Lumber #5 (c/n 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader



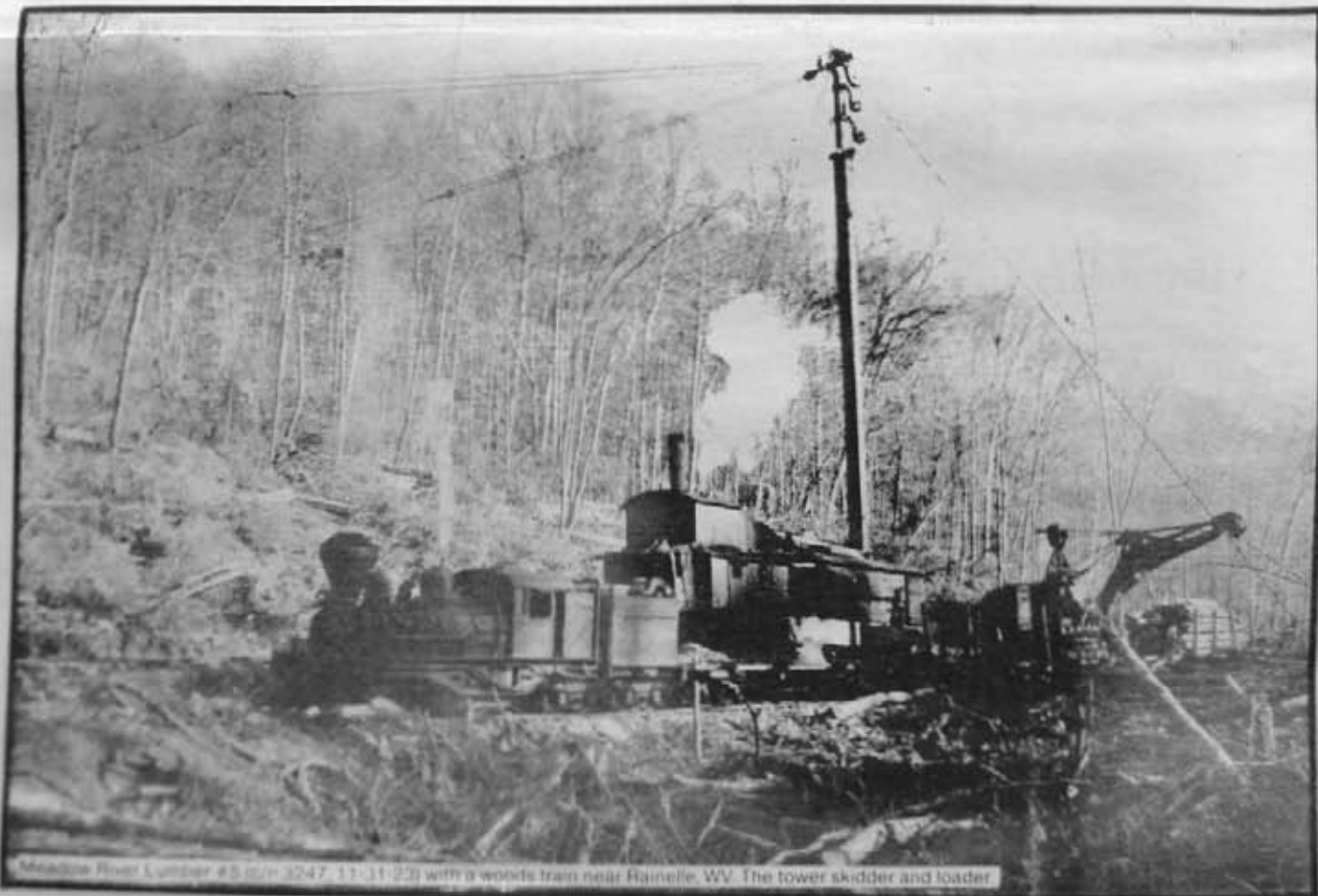
End of the line - Westport. This depot served the adjacent towns of Thacker and Westport. The photograph shows the original depot looking at the station.



Shay No. 5



SHAY ENGINE, Number 4 at Cass Station, Cass Scenic Railroad, Cass, West Virginia



Meadow River Lumber #5 (1911-1923) with a woods train near Rainelle, WV. The tower skidder and loader

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine, purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the process and buying of the Cass Forest by the State of West Virginia.

Sitting on the store porch, one hears wild tales of Thorne Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, population 500 in 1914, boarding house, post office, school and Dr. Coffey and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

Shay engines No. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Ronservet to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake.

Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowstorms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Uppergrade and other parts of the country were sidelined in Webster Springs from 2 to

5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three

days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. I lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore in talk with a Mr. Liliac, vice president of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking track would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Spruce, through the scenic wonderland from Bergamo to Slaty Fork, to Spruce. We were honored to have Mr. Uterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crisp, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pocahontas County

WELCOMES YOU!



Pardee-Curtin Lumber

Continued From Page 6 about anything that you could ask for. The warehouse in Bergamo was equal to a large wholesale house. Potatoes and many food items were brought in carload lots.

The Pardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergamo; George Barnett of Camden on Gauley, Bergamo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left Webster County should have been taxed by the ton and board feet. The population at Bergamo, No. 4, and Barron and Parcoal were good people, who worked hard for a livelihood. It is a shame they had to leave the state of West

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Cutlip, Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leukart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crisp, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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Webster Springs, Buckhannon Pike

Coldest And Highest

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Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

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days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip

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Pocahontas County

WELCOMES

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Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland

Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snow-storms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Uppergrade and other parts of the country were sidelined in Webster Springs from 2 to

5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

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Pocahontas County WELCOMES *YOU!*



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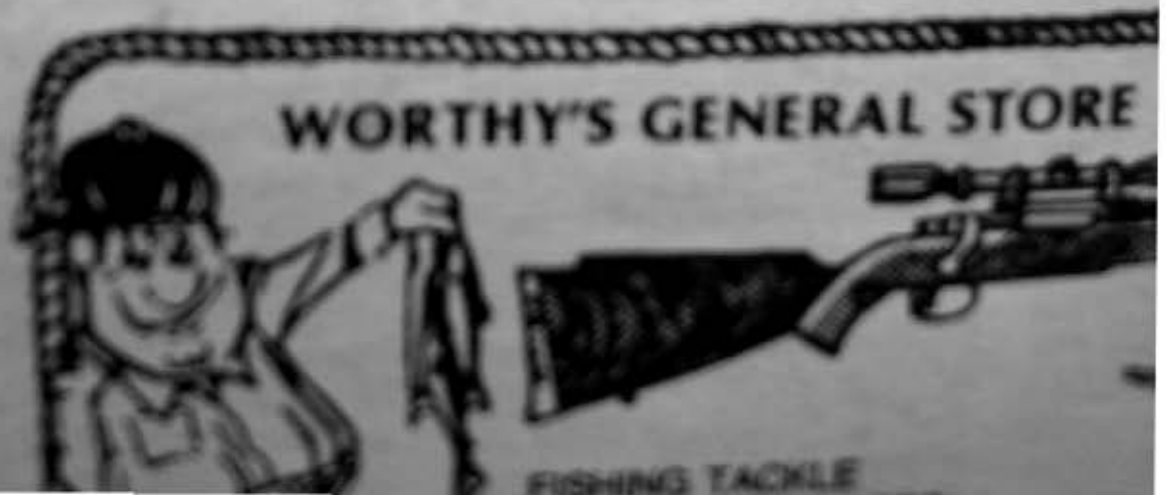
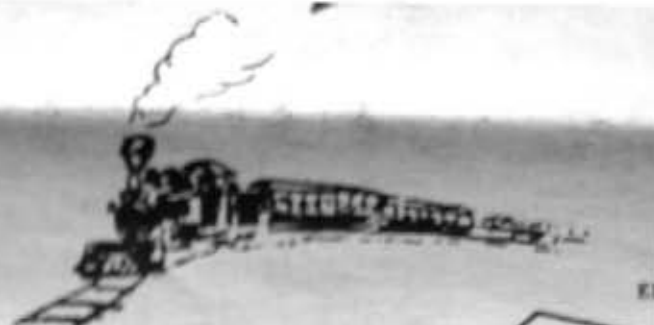
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December 7, 1944 and
snowed 36 inches by 11:30
a.m. It kept on snowing for
a week and they kept
keeping records. In three



A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr. Liliac, vice president of the Western Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

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Continued On Page 8

Pocahontas County

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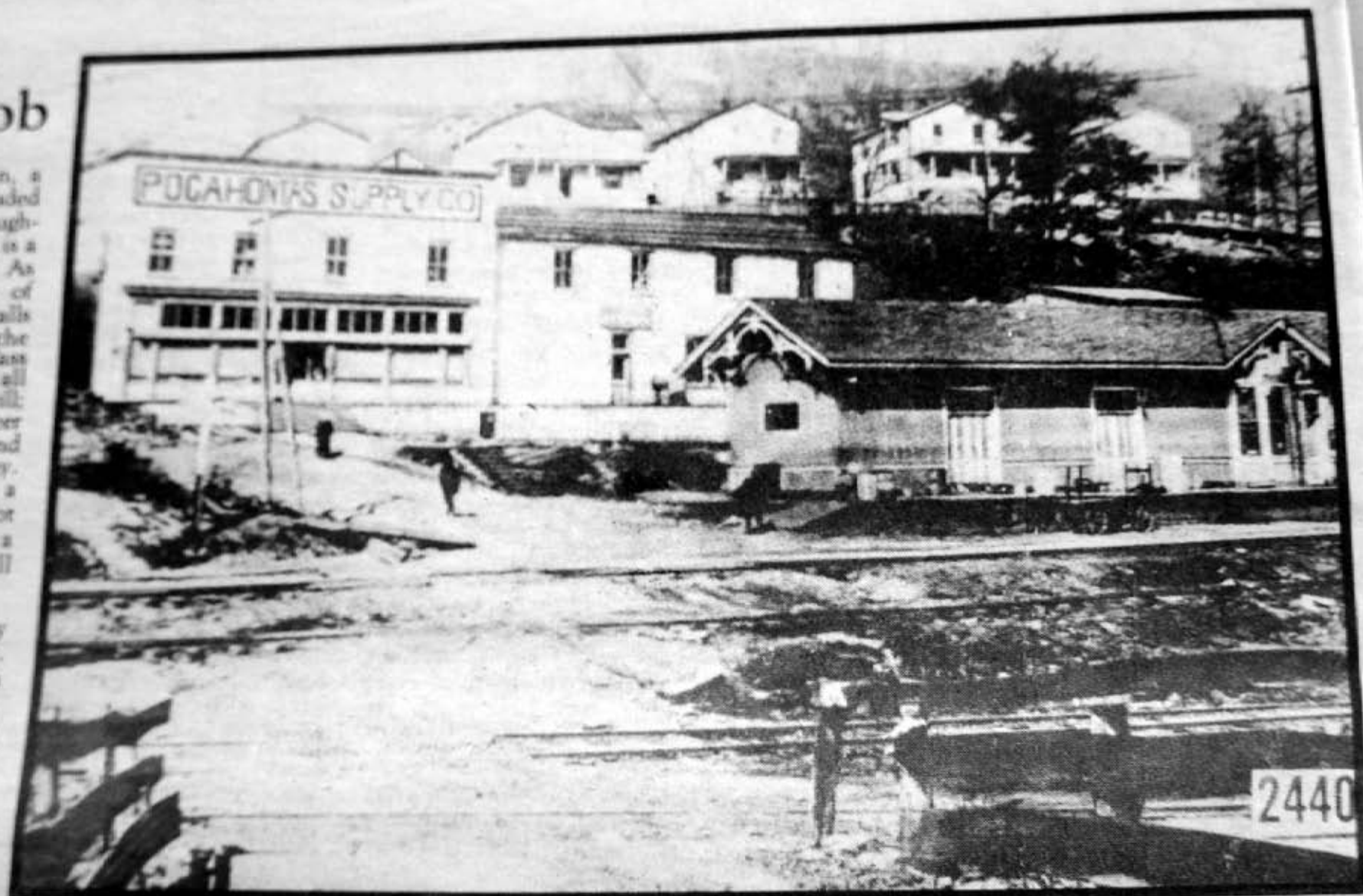


Cleveland, W. Va.
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The South Branch Valley Of West Virginia

August 14, 1963

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Valley is one of the great
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Virginia. The poultry
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A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbandd railroad of the Mowery Lumber Company to old Spruce, and the 8 miles through the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



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August 14, 19

During the launching and contracting business period of years have the memory elephant, the job, and the dream with hopes that

first full time job. Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad man, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking cameras, emerged under the Rock Spectacular and Bald Knob sign hanging to the locust trees some twenty feet in the air (put there one Saturday evening by "Sheriff" Given and brother, R.K. Given and Pat Elwick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

We all have certain day we will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

Asking Politicians To

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D.P. "Sheriff" Given

Asking Politicians To Consider Youth-CCC's

Continued From Page 9
are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have.

This year, 1985, has seen Sheriff Given attending CCC reunions, talking, writing, begging for the CCC's and unemployed

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of Job, and the desire to dream with imaginary hopes that he can eventually accomplish something for the well-being of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca—I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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(Webster County Memorial Hospital), I was requested to recruit some planters from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through West Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West

during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago—those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

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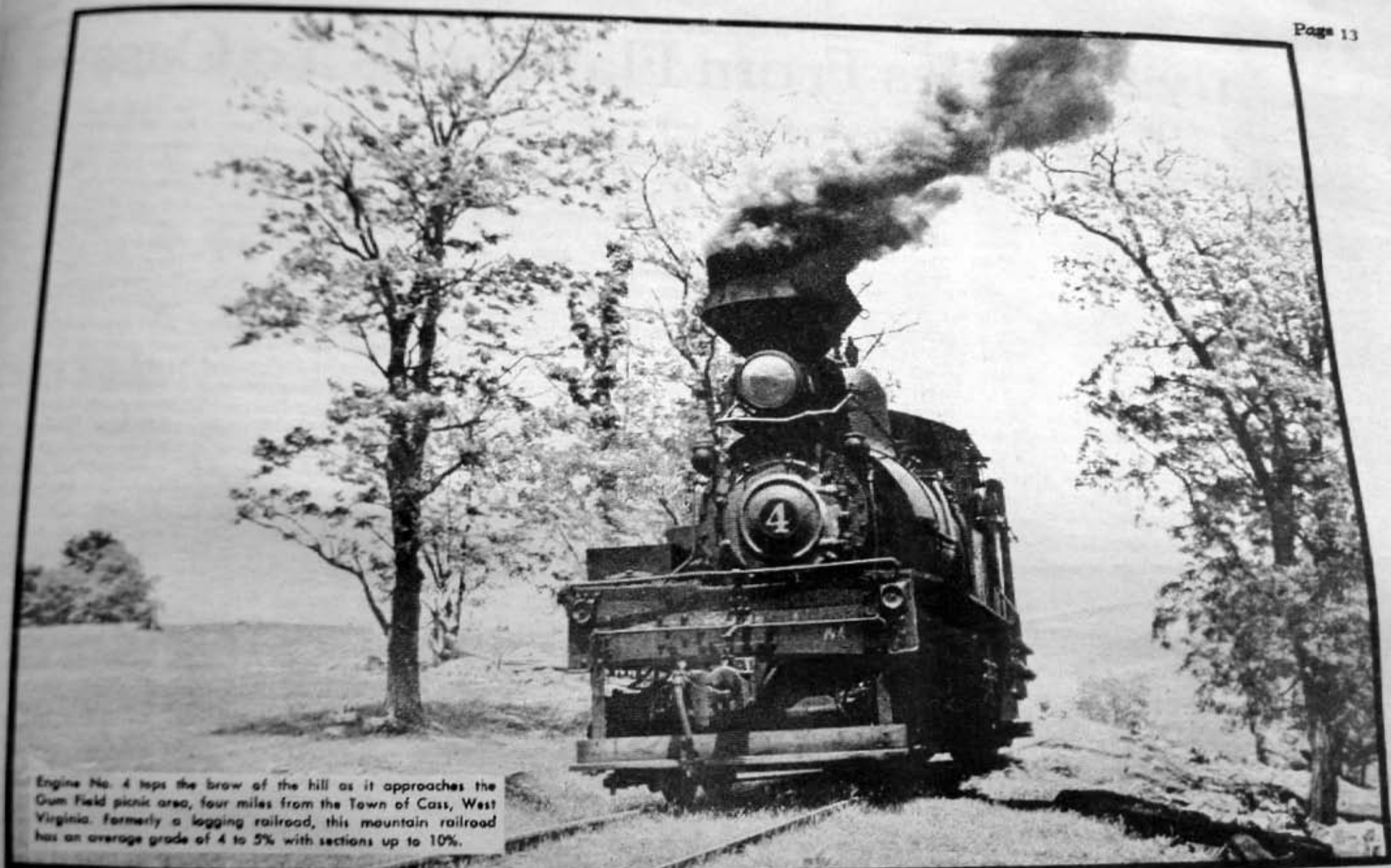


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South Branch Valley Of West Virginia



Engine No. 4 tops the brow of the hill as it approaches the Gum Field picnic area, four miles from the Town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

What A Ride!

What A Ride!

May 4, for the tailend of a history making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switchbacks and 12½ miles of steep grades and unequalled cool summertime weather, caves and outstanding

scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

(course selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's state-wide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its

people. Six months of hard work was made into reality. I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday. By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McClellan tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and steaming. They are shifting to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass. We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of West Virginia's most popular attractions, carrying tourists and sightseers to lovely picnic areas high in the mountains. This view was taken on the switch backs enroute to Bald Mountain.

...miles from the town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

I leave Webster Springs May 4, for the tailend of a history making train ride with a 100 ton Heislner #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switchbacks and 12½ miles of steep grades and unequaled cool summertime weather, caves and outstanding

scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

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What A Ride!

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The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the Salt Sulphur Special."

(name selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its

people. Six months of hard work was made into reality.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

Airy, three miles Fork. At the top Airy, where 21 under the W Maryland Railroad there is about one the slickest ice encountered on a Two house trailer side of the bridge McClellan tractor knifed on the ot The road has completely block road grader, and salt cleared the journeyed on to Fork Railroad ya Carlson had old snorting, smol steaming. They to the main trac



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Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jack-knifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and straining. They are shifting to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



Carlson had old Heissler #6, starting, smoking, and steaming. They are shifting to the main tracks, getting

caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of Great Virginia's most popular attractions, carrying tourists and sightseers to lovely spots some high in the mountains. This view was taken on the switch back route to Bald Mountain.

steep grades and unexpected
cool summertime weather,
caves and outstanding

say, "Welcome aboard the
"Salt Sulphur Special'."

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—Only 86 Miles From Flatwoods To Cass—

Continued From Page 1
like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dozers, and trains instead of trucks and tractor trailers. Copar's Restaurant is full of hardworking, honest people and a good place to stop for a country meal at reasonable prices.

If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

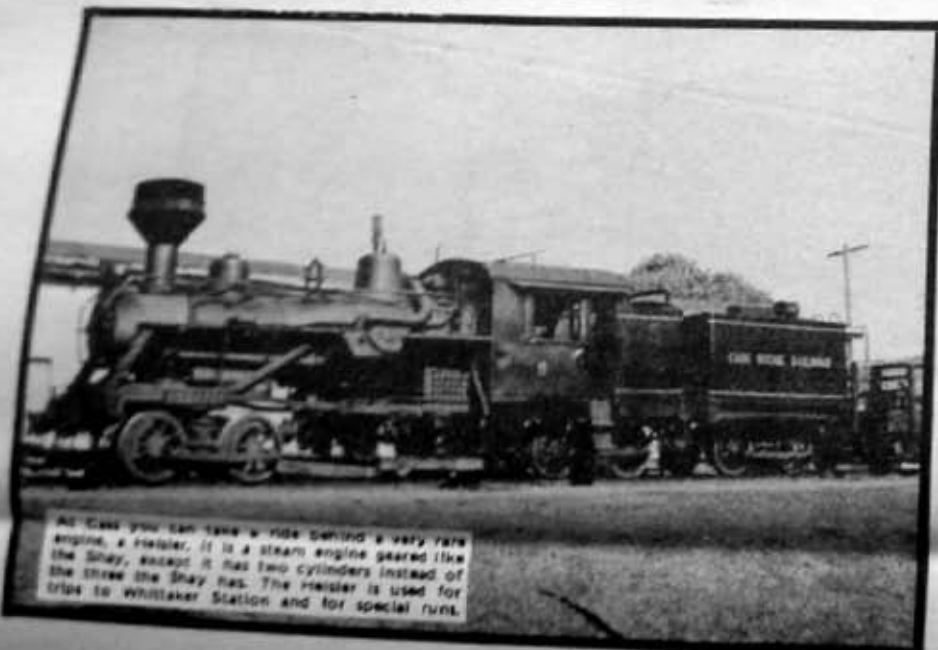
y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful well-kept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950—home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 1½ miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite, Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then beyond a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and



At Cass you can take a ride behind a very rare engine, a reeler. It is a steam engine geared like the Shay, except it has two cylinders instead of the three the Shay has. The reeler is used for trips to Whittaker Station and for special runs.

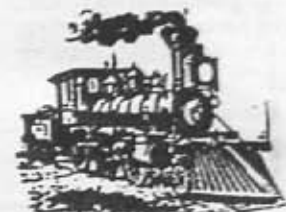
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Helvetia, where Dr.
Cunningham, treated a lost
cause for leprosy, and The
Fun Place, a new ski facility
for Webster County.

You are now in
Continued On Page 15



Grafton



First diesel to pull coal from Webster Springs to Elkins.

—Only 86 Miles F

Continued From Page 1
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Church and cemetery built
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Richwood to Clarksburg.
It is now underwater and
the site is known as
Kanawha Run Trading
Post. A country store,
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the U.S. park their boats
during winter season. It is
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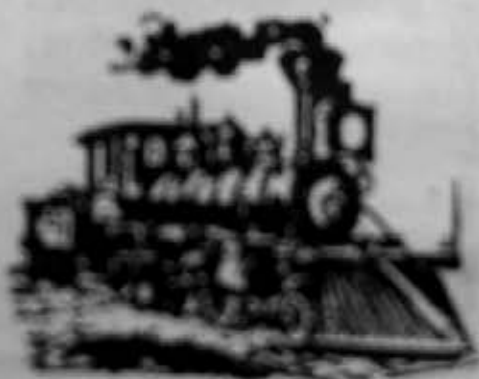
Former Railway
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You are now in
Continued On Page 15



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Only 86 Miles To Cass

Continued From Page 14
Randolph County, population 28,734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, ¼ mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1½ miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



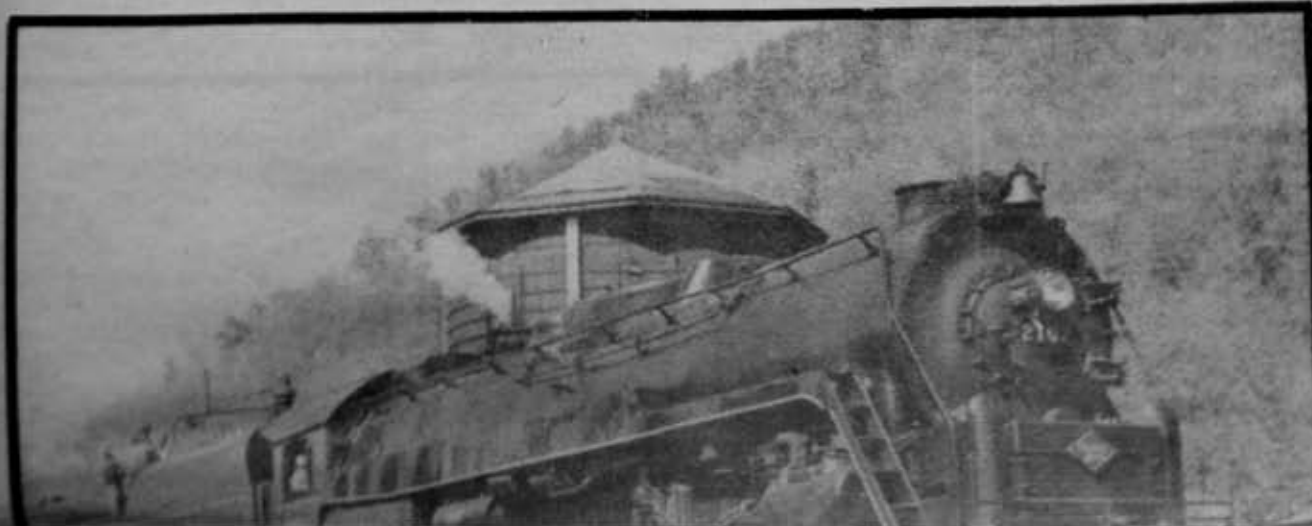
The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from



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Continued From Page 14
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The Country Store

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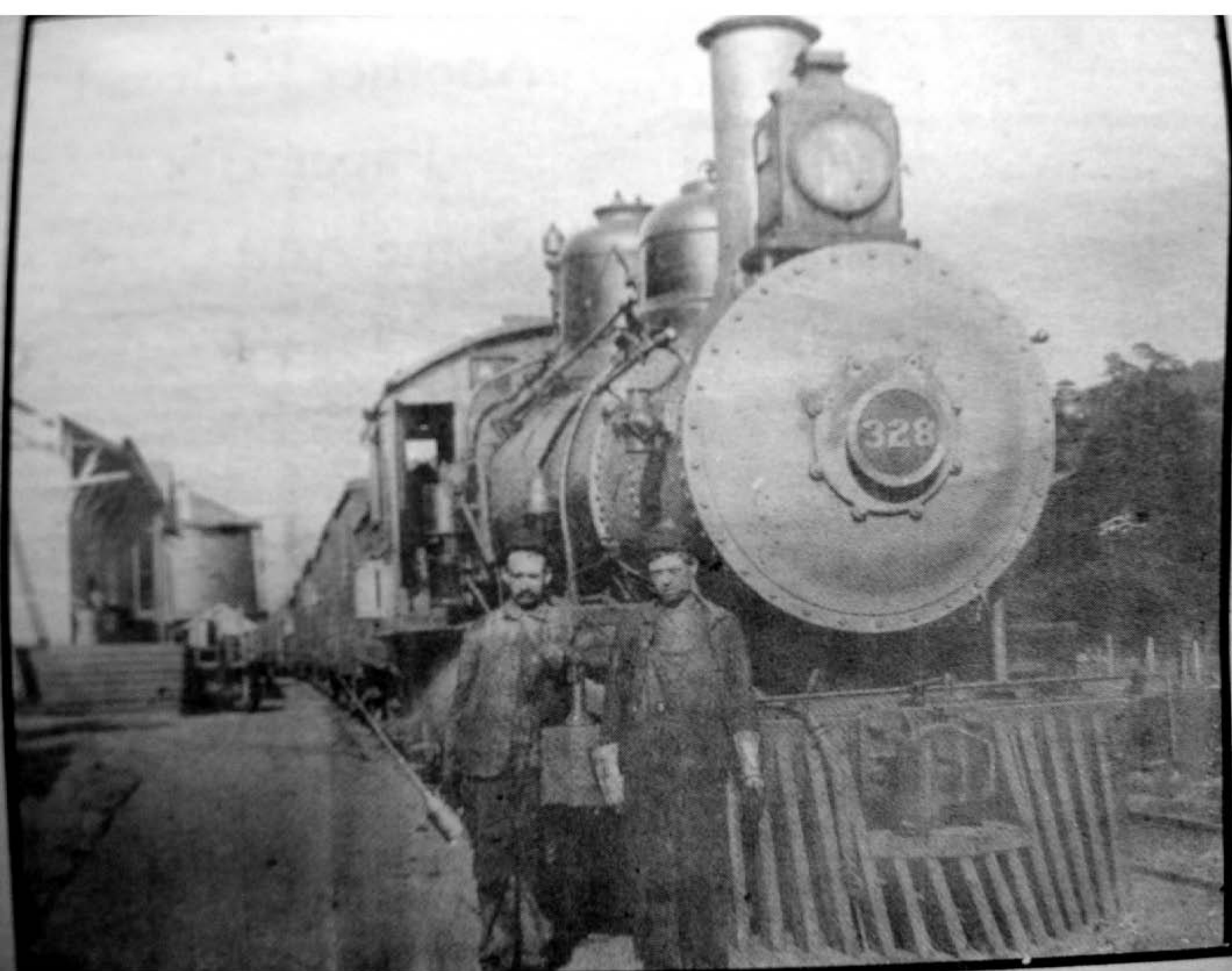
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paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncoverte to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker



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The Country Store And Loafers Gawk!

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It was pleasant to serve the farmer—to take his eggs, greens, cabbage—you bargained and bartered and the farmer got what he

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head got cold during winter.

Women wear sharp-
pointed shoes

fish and from sparrows. I really enjoyed the farmers. I knew which one used Beech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head gets cold during winter.

Women wear sharp-pointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dresses up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Sheriff Given
15091448. U.S. 9th Air Force
European Theater 386 Bst, Sp.,
57th Sq., England, France, Germany
In, Dec 1941 to Nov, 1946
Sally Wakes Dawn, Webster
Springs, W. Va. Printed June
20, 1989. W. Va.'s 126
Birthday.

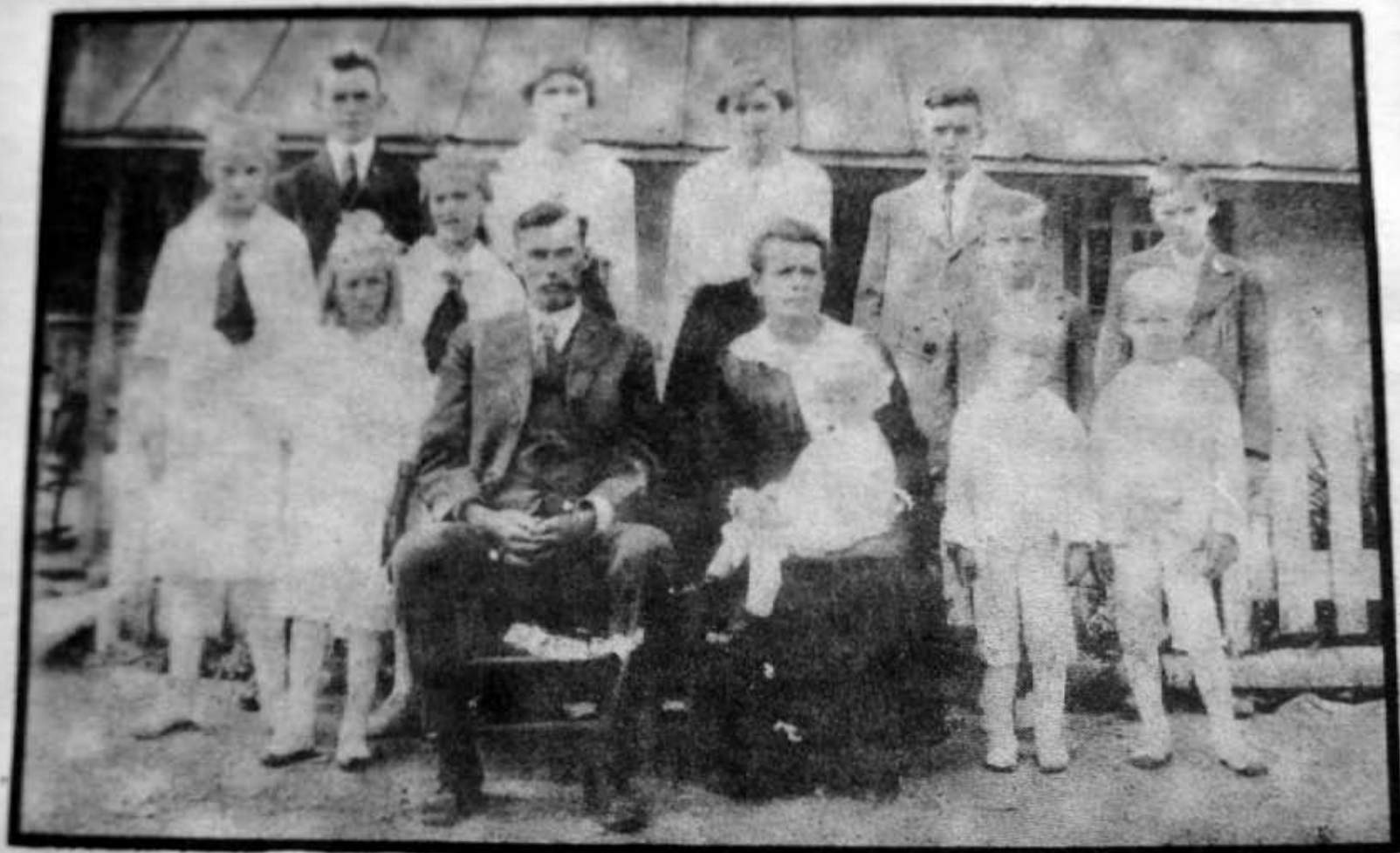
Why don't

Scenic Rail
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SMOONS
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Wynne





This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"


Given, this writer being on my mother's lap. The others are my brothers and sisters.

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James R. Morau
'88

Another Railroad Paper Has Come And Gone

Another all-time railroad souvenir of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26288. Remember a \$15 donation will bring you a dozen copies of this paper by return mail. My

phone number is 847-5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your own library, Bible, or attic. It could be useful in the years ahead.

Thanks,
Sheriff Given

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Birthdays.



Another Railroad Paper Has Come And Gone

Another all-time rail- phone number is 847-



A remnant of East Cass – once a wild and woolly 'loggers' entertainment zone' – remained until the 1985 flood. This 1976 view of the business district was taken from the west end of the bridge looking towards the original 90-degree curve.



The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodchick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Eille's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property – as well as the plant itself – fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1906-1920, was almost 1,800).

The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture – The West Virginia Spruce Lumber Co. – for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel' deal for the mill, railroad and land holdings.

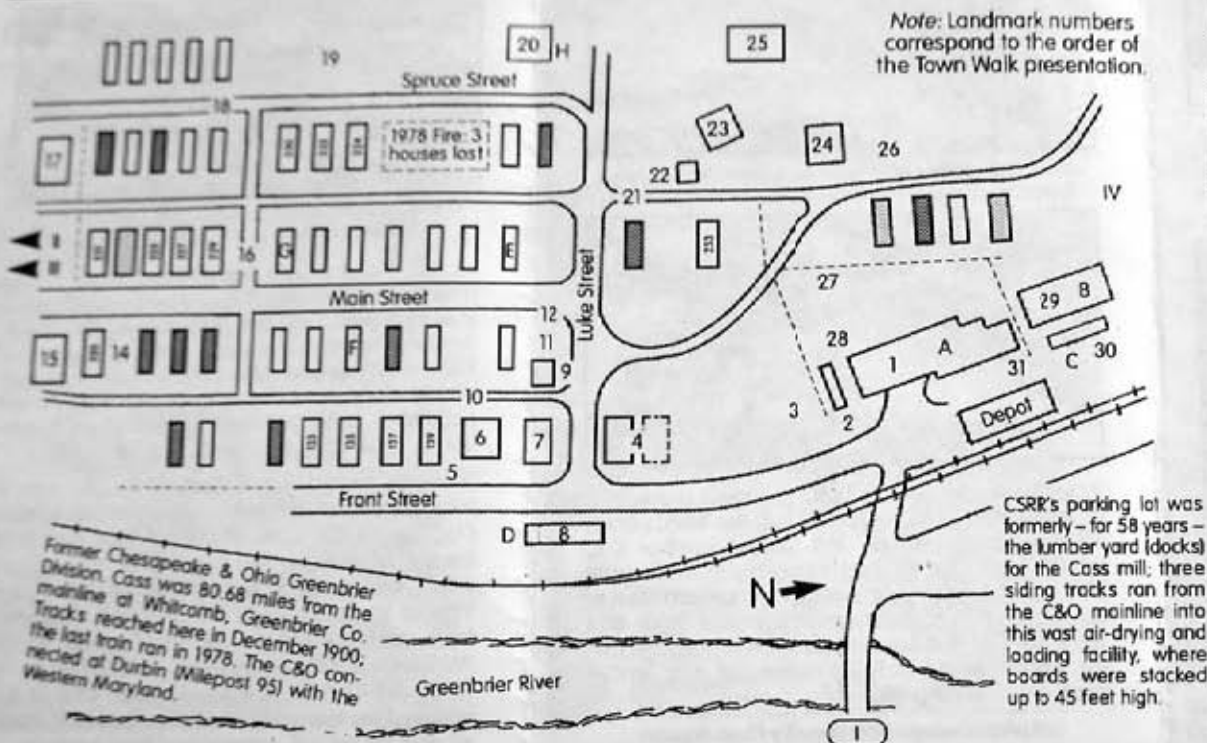
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WVP&PCo.

Cass Scenic Railroad State Park Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

- A. Former Company Store Complex
- Cass County Store (State Park Gift Shop),
- The Last Run Restaurant, Pocahontas County
- Tourism Commission Info Stand, Cass Wildlife
- Museum, Cass Historical Museum
- B. Cass Showcase
- C. Country Craft Junction
- D. Lefty's Barber Shop
- E. Something Special, Ltd.
- F. Bear Essentials Tea & Spice Shoppe
- G. Westvaco Forestry House Exhibit
- H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses - 12 in Uptown and one in the old company's management section - rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroad & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Company
2. S.B. Nethkin Co. Meat Market (now Post Office)
3. Original company office building site
4. Cass Hotel / Mountain Inn / Town Shop
5. Front Row (no street until 1925-26)
6. First church (now Community Center)
7. Masonic Building
8. Latter-era company garage
9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
10. Lower Alley (missing many structures)
11. The Pen ('milking cow jail')
12. Company garage site
13. 'Uptown Cass' - Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street - 'The Back Rows'
19. Site of second schoolhouse (1908-1915)
20. General Manager's residence, 1933-1960
21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943
23. Doctor's home, 1902-1943
24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
26. Horse barn stone foundation
27. 'Aerial walkway' inexact replica
28. Site of S.B. Nethkin & Co. ice plant
29. Company hay and grain barn (1919)
30. Company Store retail coal bins
31. Retail coal scale shed

- I. East Cass 'logger's entertainment zone' (a.k.a. Brooklyn, Hell's Acre)
- II. 'Big School House' (built 1915-16)
- III. Slab Town company section - dwellings for subsidiary's extract plant, 1914-1925
- IV. Bohunk Hill - once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

Cass, West Virginia

Version 3.0, 9-96

Late, great shop (1923-72)



Above: The second Cass shop in 1965 at age 42
Below: Five days after the May 23, 1972 fire



The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

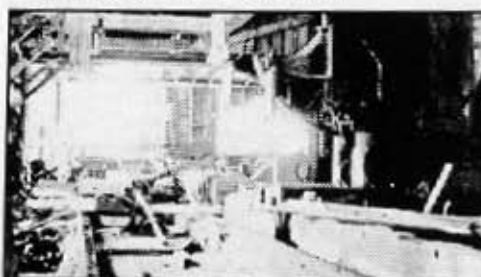
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here; during the 'off season,' road crew personnel - conductors, engineers and firemen - join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heislner No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* - available in brochure form at the depot ticket office - for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park

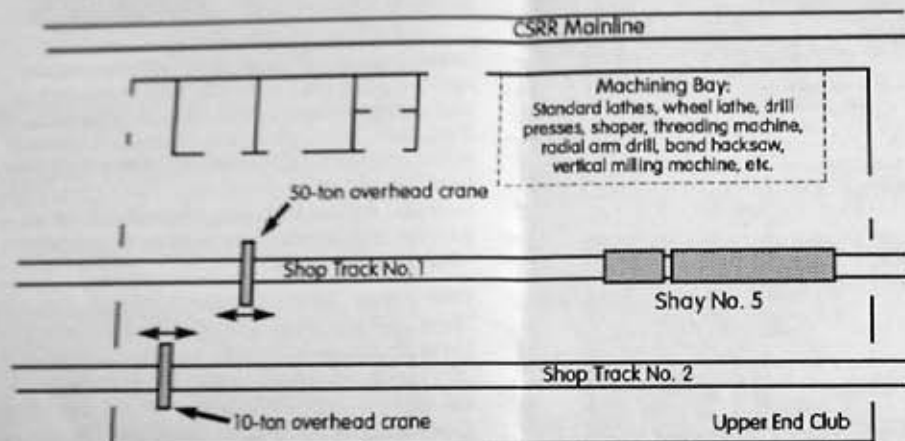
Cass, West Virginia

Version 3.0, 9-88

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70 tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-OT No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-G&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Heister No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heister of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-of-service since June 1995; needs a new boiler.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Mabon); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Cory, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the "Johnny D. Burruss" until 1971; this 2-8-0 "Consolidation" has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Cass Scenic Railroad State Park

For many years as vice-president of WVP&PCA, Cass Scenic Railroad State Park was a major focus of his work.

On Beyond Leatherback: The Cass Saga, Roy B. Clarksen, McClain Publishing Co., Parsons, 2nd printing, 1994
Cass: A Brief History And Guide To A Lumber Company Town, George Deike, Cass, 1989
Turnout On The Mountains: Lumbering In West Virginia, B. Clarksen, McClain

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based on personal research, previous town walk presentations.



Photo by Philip Bagdon

The most popular addition to park program offerings, the *Top Of The Morning Tour*, affords a visit to the repair shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, Heisler No. 6 steams — and smokes — it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



George Deike Collection

Winter: Cheat Mountain log camp scene, about 1950



Phil Bagdon Collection, WVU Library

Dinner at a 'portable' Mower Lumber Company camp

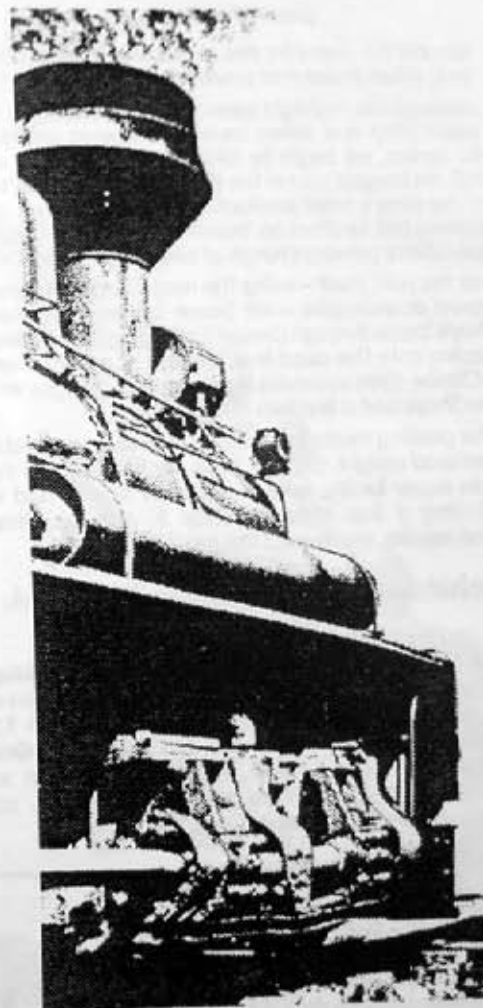
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR — to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

8:00 - Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for service, we begin by taking a look at the lumber mill, an integral part of the bigger picture - once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

Into the yard itself - using the ready track's in-steam power as examples - we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

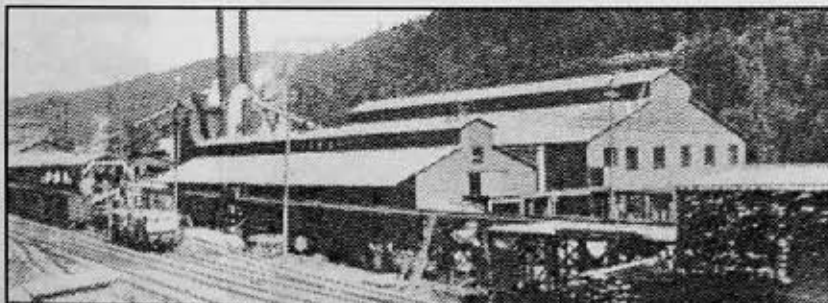
Behind-the-scenes Shop Tour, P.M.

1:50 - Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

11:15 - Saturday

1:15* - Fri, Sun • 2:15* - Sun

5:10* - Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 - Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new rail-logging display at Whittaker Station. To close out the Dinner Train season - and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) - Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 - Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk - a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice river-bank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

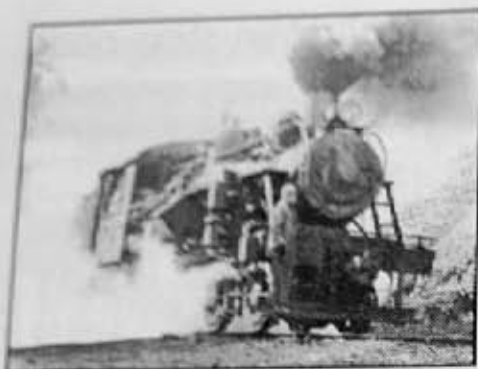


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

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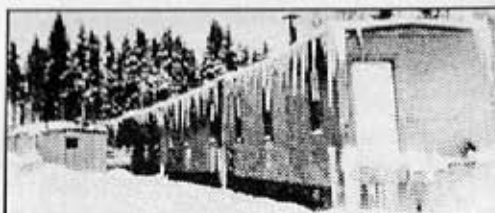
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"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



George Deke Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

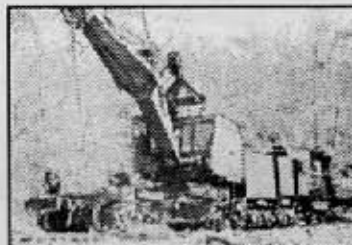


Phil Bagdon Collection, WVU Library

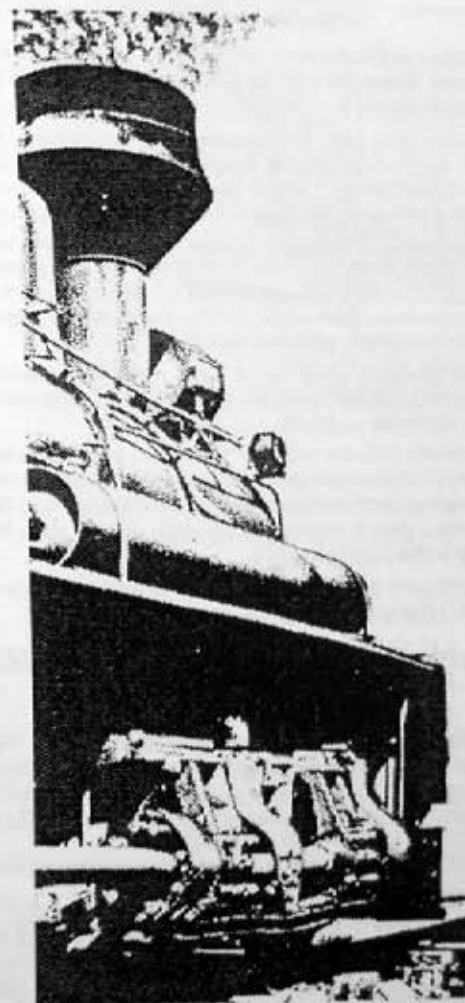
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heislner and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peering inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

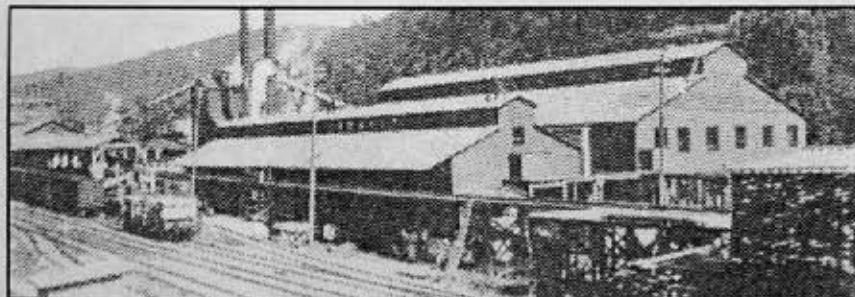
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from
Logging South Cheat
The History of the Snowshoe
Lands by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

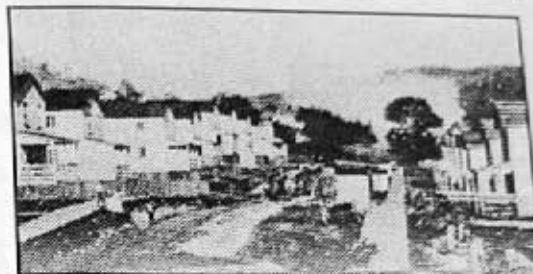
Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No. 1's interpreter. Philip Bagdon opens the program with an overview of the once-immense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No. 1 display, so join us for the rest of the story.

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20-minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on
Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

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Parsons; 2nd printing, 1994

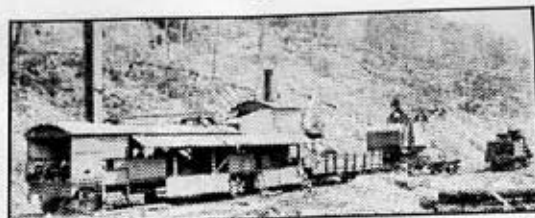
Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

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Aerial Log Skidding

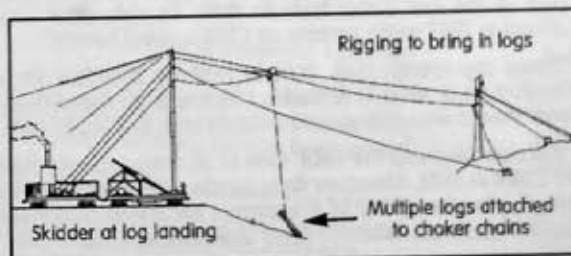


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set north-east of Anjean in June 1956. To the rear is a 'low-side' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

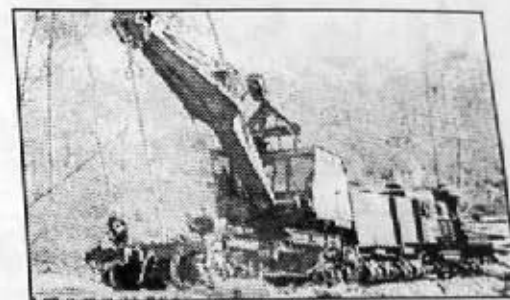
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the jcb's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

The Cass shop commenced work on the camp sets in late 1944; a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

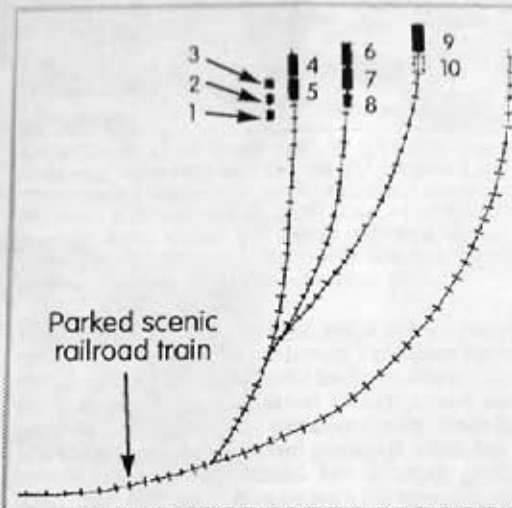
The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.

Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Photo by Vincent J. Bagdon

Above: The second Cass shop in 1966 at age 43
Below: Days after the fire of May 23, 1972



Photo by Richard M. Sparks

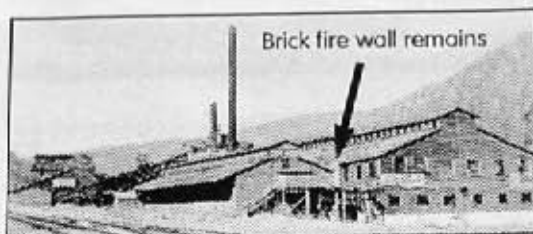
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

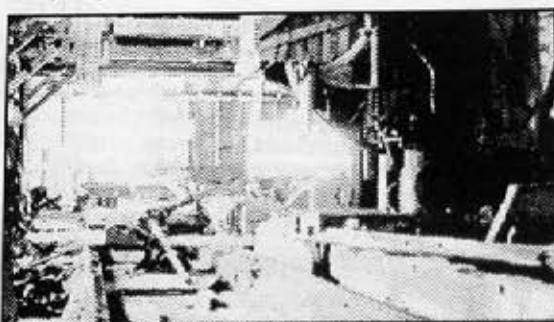
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steam-powered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest out-shopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

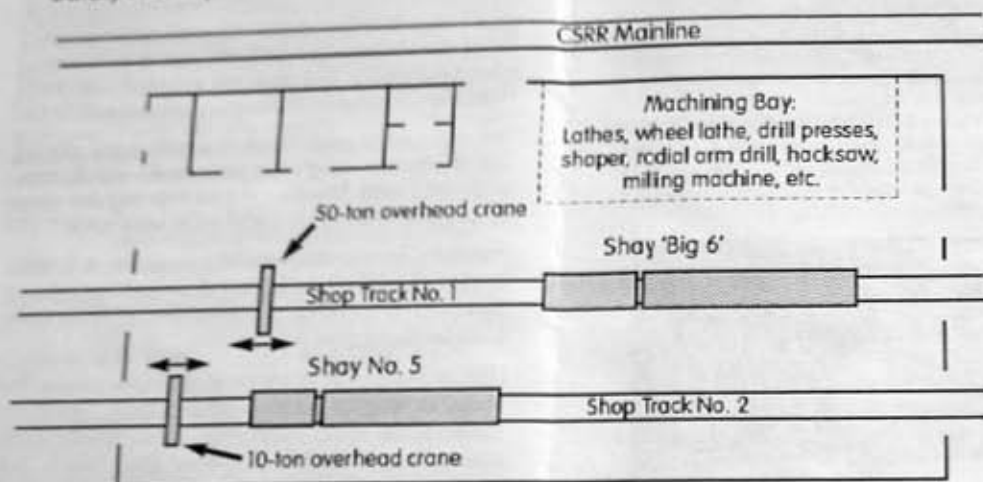
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopen in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck - 'Class D' - model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Lbr. Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia - first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

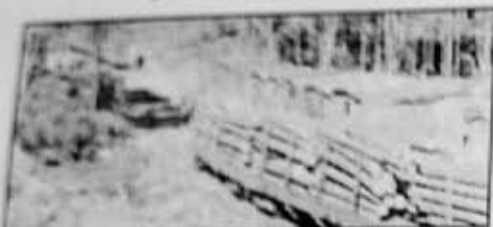
* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains

In brief: The Whittaker Camp No. 1 Display

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers' shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in the mid-1940s — possibly on Slide Run.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties — like those above — housed skilled workers.

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High-line Aerial Skidding

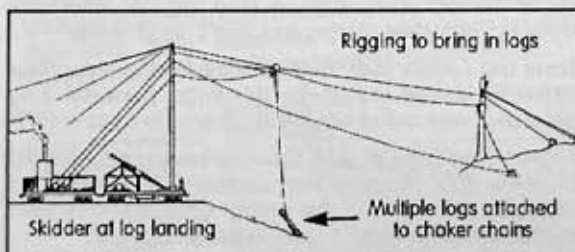


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Photo by Wally Johnson, MSR&LHA 1993 Calendar

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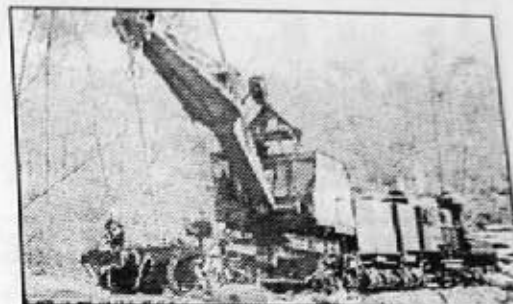
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From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader — shown here with the job's Shay No. 5 near Anjean, c. 1955 — is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter — the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park
A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

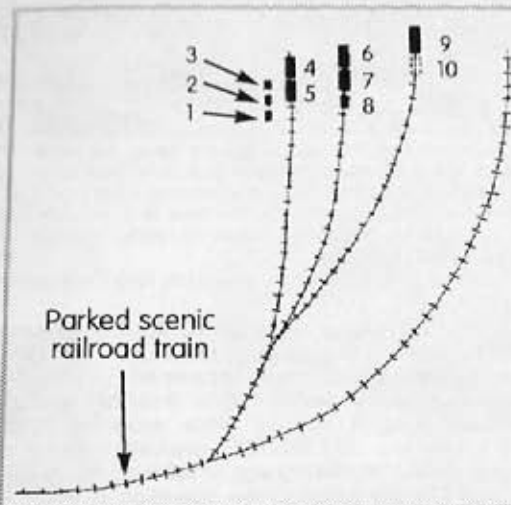
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bogdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which - besides grants and generous private financial support - has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1830s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for



Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

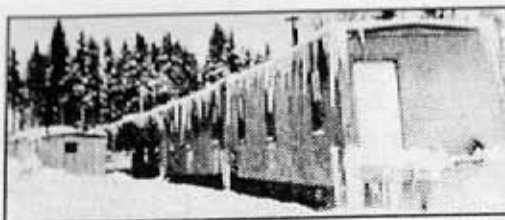
Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

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The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No.1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

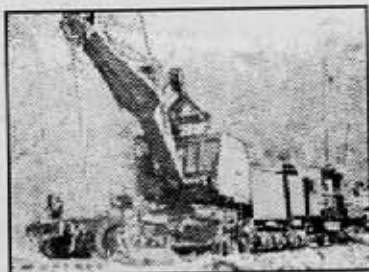


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

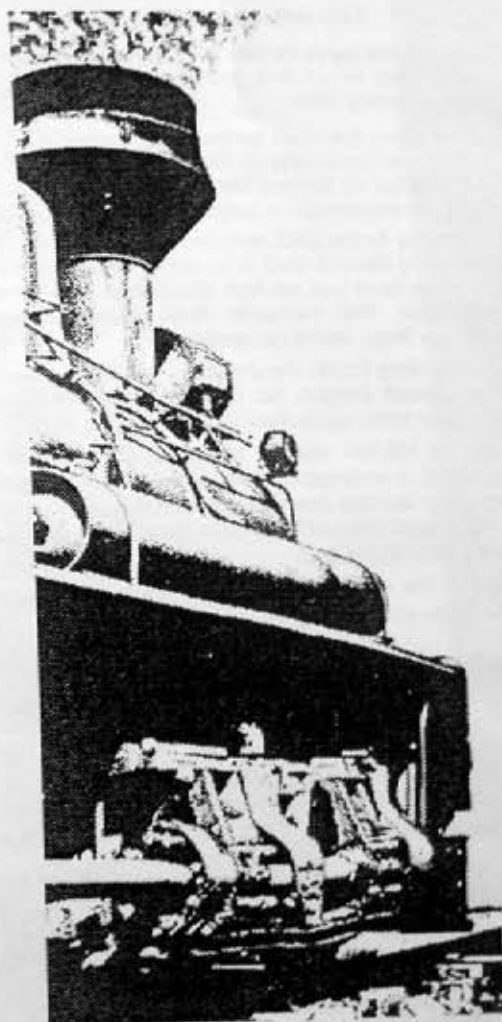
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia State Park

The Dead Line

The dead line track came into existence
when siding was extended

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peering inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

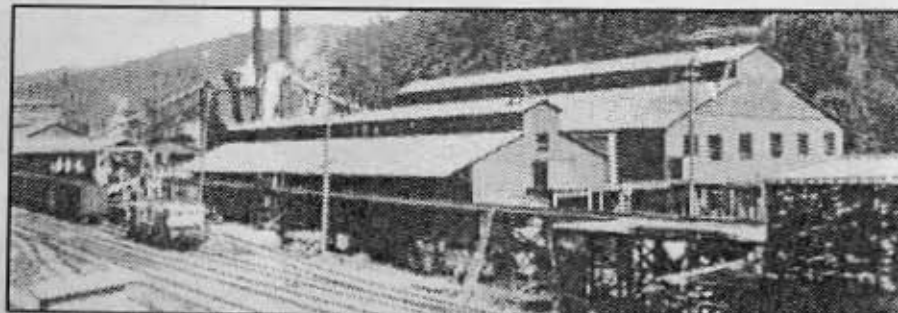
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat. The History of the Snowshoe Lands by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, half-mile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town, placed in 1981 on the National Registry of Historical Places.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show.

(P. Bagdon photo, 1968)

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. - Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

A grand heritage in a modern wrapper: The Cass Shops

Café First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the cooling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber's dead line, where prior to scrapping, No.



Photo by Philip Bagdon

The latest park program offering is the *Top Of The Morning Tour*. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber 90-ton Heislner No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

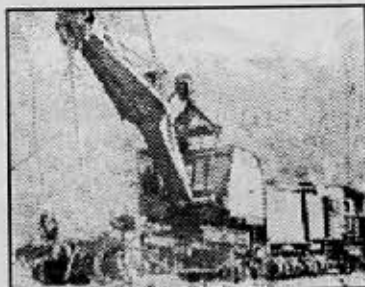


Dinner at a 'portable' Mower Lumber Company camp

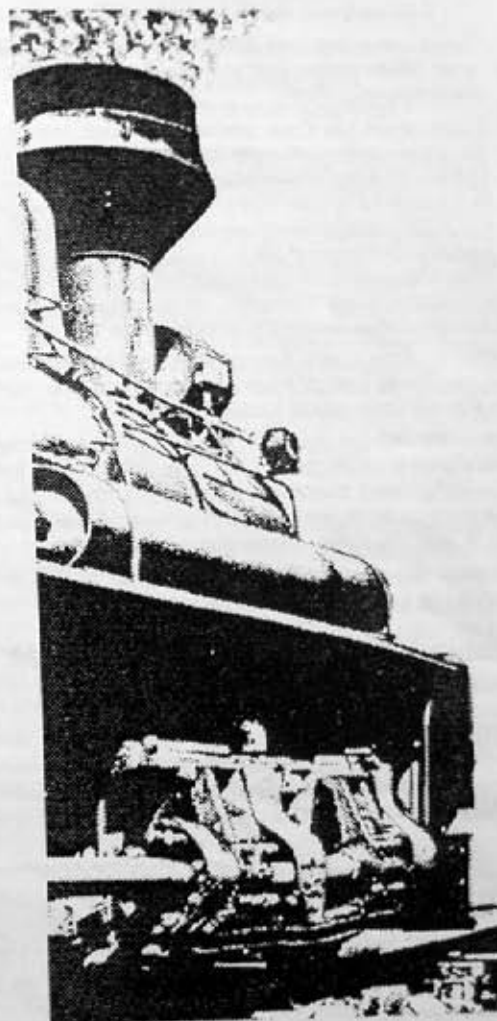
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

9:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as "second boat" to the logging operation's primary charge of furnishing spruce pulpwood. Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heislner and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

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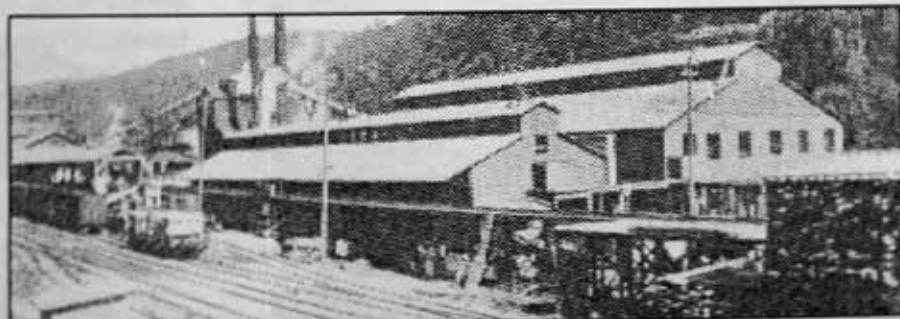
Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

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At the time of this 1923 "company photo," the second lumber mill complex (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Dolke



Cass Town Walk

1:15 - Wed, Thur, Fri, Sun
4:10 - Saturday

5:10 - Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

• These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing "hardcore 'gearheads,'" it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here - and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

Cass Interpretive Programming

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During its stint in
bushings and
straps, ex-
Mower Lumber
Camp car 419
in May 1970.
The car is now
part of the
Whittaker Camp
No. 1 display.

Cars in the Whittaker Camp No. 1 Display

Mower Camp Car No. 419. A Middletown wood, truss
rod flatcar (acquired by West Virginia Pulp & Paper Co.
for log train service around 1919) fabricated into a bunk
car by Mower Lumber's shop in early 1945. No. 419
was part of the last camp train in 1960. Its side door was
added in 1969 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110
(which carried the American log loader for several years
beginning in 1970) was used for this rendering, built in
the early 1960s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated
to CSRR in 1972. Meadow River Lumber 'B-12' now
carries the Diesel log loader at Whittaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by
Buffalo Creek & Gauley R.R. from Cherry River Boom
& Lumber; was one of several cars donated by Pittston
Coal Co. in 1970. For almost 20 years it served as a
dosed platform excursion car before being retired
instead of conversion of wheels to roller bearing.

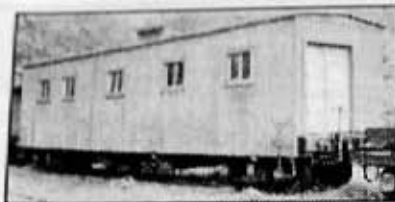
Four-wheel Caboose. Built in the 1880s and believed
to be of Coal & Coke or Baltimore & Ohio ancestry, this
'bobber' rode the rear of log trains out of Swandale
(Clay County) for Elk River Coal & Lumber and succe-
sors - W.M. Ritter Lumber and Georgia-Pacific Corp.
Donated in 1964 by G-P. Used on railfan charters for
several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber
Co.'s shop in 1939. This beefy 'long tree' device was
active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood
parts by Meadow River Lumber Co. in 1944. Its service
ended when it failed boiler inspection in 1966; it came
to Cass six years later. Double-heading Shays brought
the Lidgerwood to Whittaker in 1993.

Sources other than personal research:

Arle Barkley, George Deike, Danny Seldomridge,
Bud Cassell, John Cassell, Red McMillon
Darren Seldomridge, Wayne Cassell, Rex Cassell,
Richard Sparks, John Killoran, George Fizer



Ex-Mower
Lumber Co.
kitchen car
No. 417 on
the upper
shop lead,
August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (num-
ber unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and
dining car for worktrains); donated by Pittston Coal Co. in
1967; elegant 1880s-era car which lost its roof and rotted
down; remains of the car (partially burned) sit on the upper
end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly
Pennsylvania & Reading Seashore Lines; porthole windows
and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same ori-
gins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley;
acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted
on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking
Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last
used in worktrain service as car X-4072; acquired in 1967
(brought back from Strawberry Festival in Buckhannon); con-
veyed to the Hocking Valley Scenic R.R. in 1972.

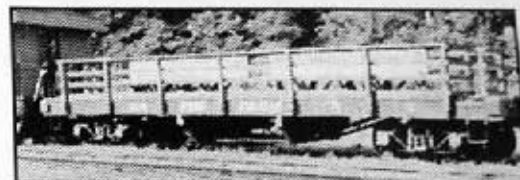
Hospital Cars. An undetermined number of these U.S.
Army cars (12?), previously used on the Greenbrier River
excursions from Cass to Ronceverte, were brought in by the
local freight in 1976 and stored on the C&O siding above the
water tower (today's Greenbrier deadline spur); removed
prior to the C&O's closure in 1978.

Mystery C&O Coaches. (3) Donated possibly as early as
1962 for use on the excursion railroad (they would not take
the curves but they were free!); branchline-style coaches,
not heavy weight; disposed during 1965.

Cass Scenic Railroad Equipment Roster (All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excu-
sion cars built from Mower Lumber flats; here in August 1968,
it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of
the four Swandale logging flats in 1970 into Bald Knob
'cinder car' (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River
Coal & Lumber steel logging flats in 1967 as Nos. 13-15;
renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform.
Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses - 30-foot wood,
steel frame, acquired by Buffalo Creek & Gauley (C-111
and C-119). Donated by Pittston Coal in 1970. Lettering as
they came to CSRR: C-111 for BC&G, C-119 for B&O.
Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series
skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model
(reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924);
Meadow River Lumber Co., Rainelle (served one the last
log train in W.Va.; donated by Georgia-Pacific in 1972;
received top-to-bottom repair in 1996.

Version 2.0 • September 1996



Log Cars

Mower Lumber Wood Archbar Flatcar. There were over 200 of these 40-foot wood flatcars used at Cass by West Virginia Pulp & Paper during the lumbering heyday; Mower Lumber Co. (1942-1960) operated a reduced-size fleet. Part of the original excursion train (Closed Platform No. 3) and the only extant Cass log car, it is currently spotted on the old company stone lead in Cass awaiting restoration.

Meadow River B-series skeletons (13 including Whittaker Camp No. 5). A total of 22 of these steel 40-foot log bunks (homebuilt) donated by Meadow River Lumber's successor, Georgia-Pacific, in 1972 - with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-15, B-16, B-21, B-23, B-25, B-30) brought directly to Cass and 8 (B-2, B-3, B-7, B-8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank. See excursion cars for 9 cars converted for excursion service. Today, B-11 and B-30 are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climax boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptations - E-31, E-32 - began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize 'long tree' loadouts). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordnance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the

Locomotive fuel oil cars, CSRX 219 and 220 on the nearby track, 3-72.

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42). SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' 'COB' and 'OD' are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car 'OD' sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

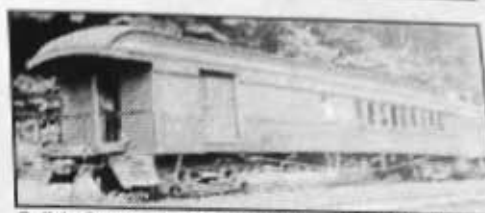
Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 "Fredon"); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999578. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, 8-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

9:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

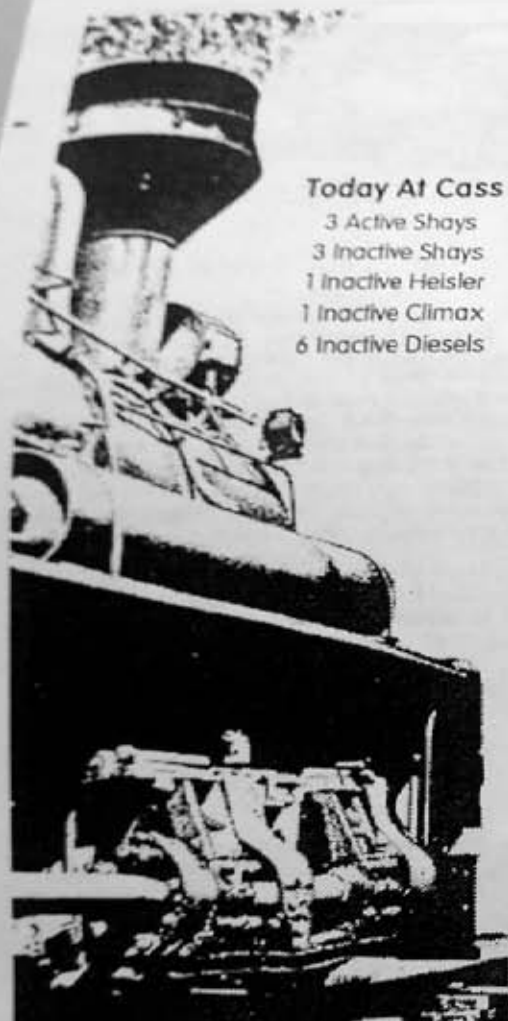
...of the Cass Lumber mill once one of the

4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the



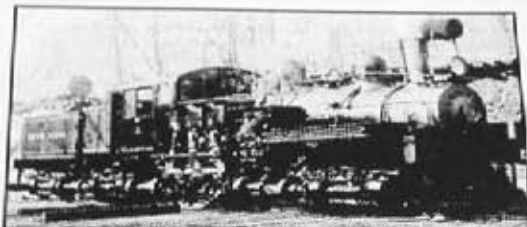


Today At Cass

3 Active Shays
3 Inactive Shays
1 Inactive Heisler
1 Inactive Climax
6 Inactive Diesels

CSRR brochure art, 1964-67

Sources other than personal research:
Artie Barkley, George Deike, Danny Selcomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Rorerve R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West Enc (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. It was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham County R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad Locomotive Roster (All-time)

by Philip Bagdon
Seasonal Historian, 1996
Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

* Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 • September 1996



Climax No. 2 shortly after its arrival, July 1971.

Shay No. 5 (c/n 1803, 1905). 80 tons; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while saving the mill's dry kiln plant as a steam source, this was impossible when the State acquired the railroad in 1960; after repair, it was put into service three years later; currently out of service for a flue sheet replacement; it will be back in service for May Railfan Weekend.

Shay ("Big") No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" (in its original, 154-ton 3-truck form) – were used as foundational design; worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 9% ruling grade) for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1990 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1961, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1964-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting; fired up and tested on 9-21 and 9-24 (first run up mountain); it will run this fall, at least periodically.

Out of Service Steam Power

Heisler No. 6 (c/n 1591, 1929). 90 tons; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967.

then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service on Bald Knob Inaugural Weekend (May 1968); out-of-service since 6-95; needs a new boiler.

Shay No. 7 (c/n 3131, 1920). 70 tons; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons; built by Climax Locomotive Works, Carry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher, U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



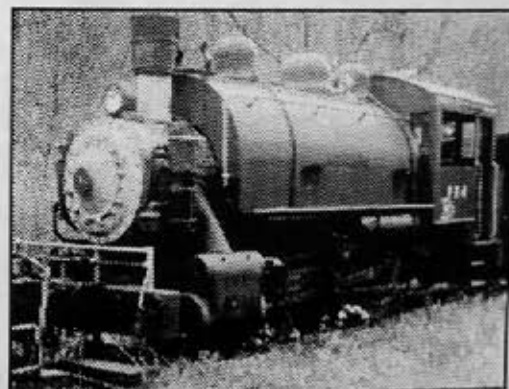
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Roncoveite; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.

Locomotive fuel oil cans, CSRR 219 and 220 on the ready track.

rolling stock movement of 10-85, in Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Julians Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at West.



SINGLE
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VOL. II NO. 49

Save The Train!

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the House-Senate group. It gives you pictures that a Virginia railroad fan took. It gives you a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

Keep this issue as either a souvenir of West Virginia's backwardness or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.

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(From The Charleston Gazette)

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Mr. and

Of Arlington, Va.

Going Up Cheat — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

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If the proposal with the legislature falls through I wrote on Sunday, October 30, today you may be interested in getting more information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$284,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-

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Pictures

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Page 8

Made By

Mr. and M-s.

William E.

Barrett, Jr.

Of Arlington, Va.

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MARIETTA, OHIO

...man for the only state that can own an up hill railroad.

The WEST VIRGINIA

Hillbilly

SINGLE
COPY

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VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA



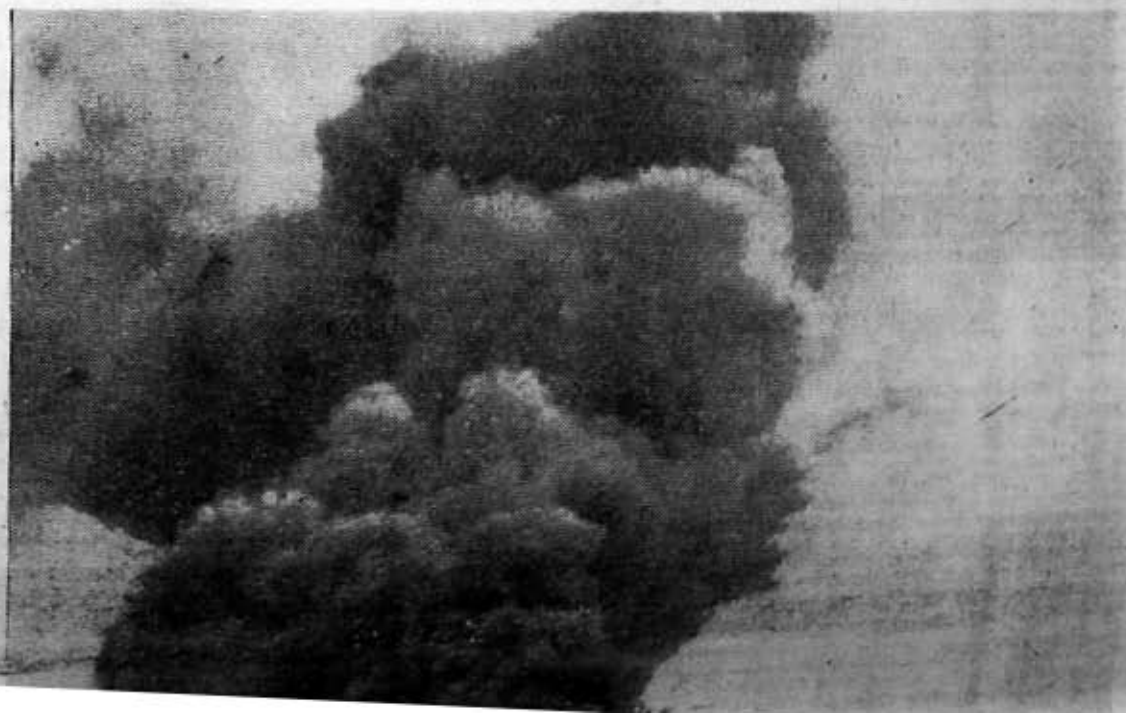
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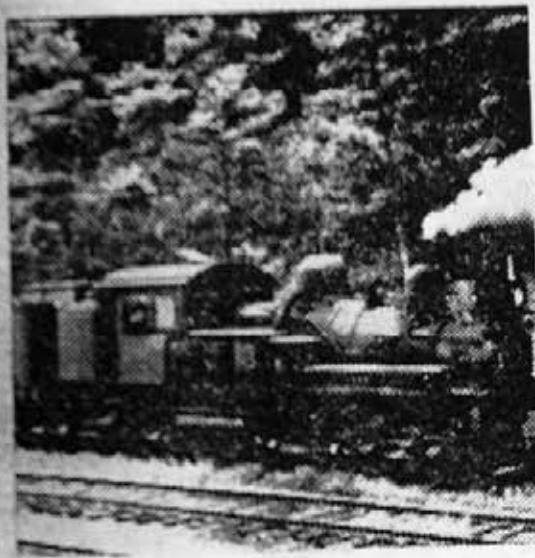
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Let's Save the Railroad!

RUSSELL BAUM MAKES PLEA
FOR "EASTERN" PRESERVATION

From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber!"? How many people have gone through an honest to goodness saw



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



Brakeman Barelay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

page of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali by natives and the Indians) towering 16,000 feet from base level and 20,300 feet from sea level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine

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Last year in Longview, Washington, I went through the Weyerhaeuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



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Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 100 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go. That down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum



Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 150 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in the state. Any suggestions along this line from readers?

NOVEMBER 12, 1960



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoké, T. G. Matney, and Herb Schupbach.

Cass Train Report

(From Page 1)

er." is interested in buying the railroad if the state decides against making the purchase. His reported offer is about \$75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, jesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground water said to be about 100 feet high is within the cavern near railroad.

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er." is interested in buying the railroad if the state decides against making the purchase. His reported offer is about \$75,000.

Co-Chairman Harry R. Pauley (D-McDowell) pointed out that the Government and Finance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, jesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D-McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Run up Cheat

Chair's Speech

Page 5)

the private institu-
parts of the coun-
be alarmed over
proportion of stu-
state institutions—
they resist ex-
own enrollments.
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ation growth—for
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essional schools—
all want better
which to draw

Get Together

can get together
of each of our
It would be no

is the only criterion in deter-
mining whether we need more
money or not. We shall talk
about the improvement of ed-
ucational quality, instead, or at
least in addition. We shall try
to work out ways of identify-
ing and rewarding talent as
distinguished from mere time-
serving. It's talent that we
want to get and don't want to
lose—let's put our money there
—we can always get warm bod-
ies to stand up in a classroom
and call the roll. We shall vis-
it each other's campuses and
learn about each other's prob-
lems and strengths first hand.
I get tired of hotels—but never
of campuses. We shall help each
other. First we must sell, even
more than we have, the values
of higher education to the peo-
ple and their leaders—make
absolutely clear its indispensa-
bility to the State, to the Na-
tion and to youth in the second
half of the 20th century. We
shall join in encouraging in-
creased corporate giving to
higher education and in edu-
cating all our alumni to the
fact that their own education
whether public or private, was
heavily subsidized. Together we
have avenues of approach to
foundations, corporations, legis-
latures, churches and individ-
uals and groups of all kinds
that we may not have sepa-
rately or alone.

We shall endeavor to explode
the fallacies in the public mind,
such as that tax-assisted insti-
tutions don't need private sup-
port, that voluntary contribu-
tions to public institutions re-
duce contributions to other in-
stitutions, that private institu-
tions can survive by just keep-
ing on raising tuition, that pri-
vate institutions suffer unfair
competition from low fees in
tax assisted institutions. All of
these are sheer nonsense. Let's

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West
Virginia, and several other
states too, with a few notable
exceptions, has fallen in love
with the Cass Railroad. This
fact was brought out at the
Legislative committee meeting
held in Charleston Sunday, No-
vember 20.

A petition bearing the names
of 1500 Marshall College stu-
dents, along with numerous let-
ters and wires, was read to the
six man group before they unan-
imously voted on co-chairman
Harry Pauley's motion to recom-
mend the purchase.

The motion instructed Con-
servation Director Warden M.
Lane, to get in touch with the
owners of the railroad and roll-
ing stock and attempt to get
a reasonable price quoted for
presentation to the full house
membership when they convene
in January for the 1961 ses-
sion.

During the Sunday meeting
Director Lane revealed some
of the long range plans for
tourist development in West
Virginia by his Conservation
Commission. The Director spec-
ifically mentioned the Seneca
Rocks area and the Bluestone
Gorge as projects whose de-
velopment should have higher
priority than the Cass scenic
Railroad.

Lane expressed only mild en-
thusiasm for the development

scholarships. We are about to
set up a joint statistical service
and joint efforts in fund-raising.
We hope to work more
closely together increasingly in
the highly important field of
adult education.

of the Cass line but told the
committee that his department
would be glad to operate the
scenic line if the legislature
followed the committee's ap-
proval and "give us enough
money to run it on".

Listing some of his objec-
tions to the project the Con-
servation Commissioner noted that
the town of Cass was almost
inaccessible to concentrated
tourist traffic. He also stated
that the cost of acquiring and
operating the scenic shay line
might prove prohibitive.

Ted Rife, an employee of the
radio-astronomy center at
Green Bank, and an ardent
spokesman for advocates seek-
ing to preserve the last steam
mountain line in operation in
the eastern United States, dis-
puted some of the cost figures
quoted earlier in the hearing
by Director Lane.

"The Bluestone Gorge and
Seneca Rocks have been in
place for a million years, and
will last another million", Rife
said. "But the Cass Line will
be sold for scrap unless some-
body takes action soon", Rife
went on.

Disputing the need of an ex-
pensive lodge to house and feed
tourists Rife explained that the
state could purchase several
old Pullman coaches and dining
cars and set them off on a sid-
ing and the Cass Railroad would

be in business, at a fraction of
the cost estimated by Director
Lane.

Even the amount of coal re-
quired to climb Bald Knob fig-
ured in the discussion. Warden
Lane had earlier told the leg-
islators that his department es-
timated that it would take ten
tons of coal to make the steep
ascent.

Railfan Rife challenged the
tonnage figure and told the
members that it would only
take four tons to climb the
mountain and "a half a ton to
come down".

"We propose to hold a pub-
lic meeting somewhere in the
state, as suggested by the West
Virginia Hillbilly, to plan for
action to present our cause to
the West Virginia Legislature
when it convenes in January",
the astronomy center account-
ant announced at the meeting.
"Public notice of the time and
place will be announced," Rife
concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous
books on the Civil War is "The
Flying Gray Haired Yank"
written by Michael Egan of
Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain
once lived in Mason County.

Person to Person

R. E. Mathews of Weston will
receive Hillbilly for the next
52 weeks with the Christmas
at the invitation of WOR to tell
tv and radio audiences of the
Manhattan area why Hillbilly is

newspaper for the state with two Universities.



The WEST VIRGINIA

SINGLE
COPY
25c

Hillbilly

VOL. III NO. 15

MARCH 18, 1961

RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who doesn't like a railroad. Somebody who doesn't want to buy a little Cass Railroad and add it to chugging up to the top of Old Baldy with a cargo of free-sending, fun-loving tourists.

There's somebody that doesn't want to put the unemployed people of Cass to work running a little railroad, to building large tourist camps that

will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of compromise.

Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it. That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over

from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

The Biggest Treasure
in New England!

MT. WASHINGTON, N.H.

3 1/2 MILES FROM TOP TO BOTTOM!

6293 FEET UP!

SEE and RIDE
ON WORLD'S FIRST COG RAILWAY!

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Mordk of Lincolnton, N. H. This unique railway, after three long years of construction, was opened on July 1, 1869 and has operated continuously since that time except for one year in the first world war and three in the last.

Weather permitting, trains will leave the Base Station every hour the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. I.). When traffic demands, extra trains are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M., others as traffic demands.

... happen in our West Virginia hills?

Hillbilly's Salute to The Irish

Time to Start Workin' on

There is somebody who doesn't like a railroad. Somebody who doesn't want to buy the little Cass Railroad and send it chugging up to the top of Old Baldy with a cargo of free-spending, fun-loving tourists.

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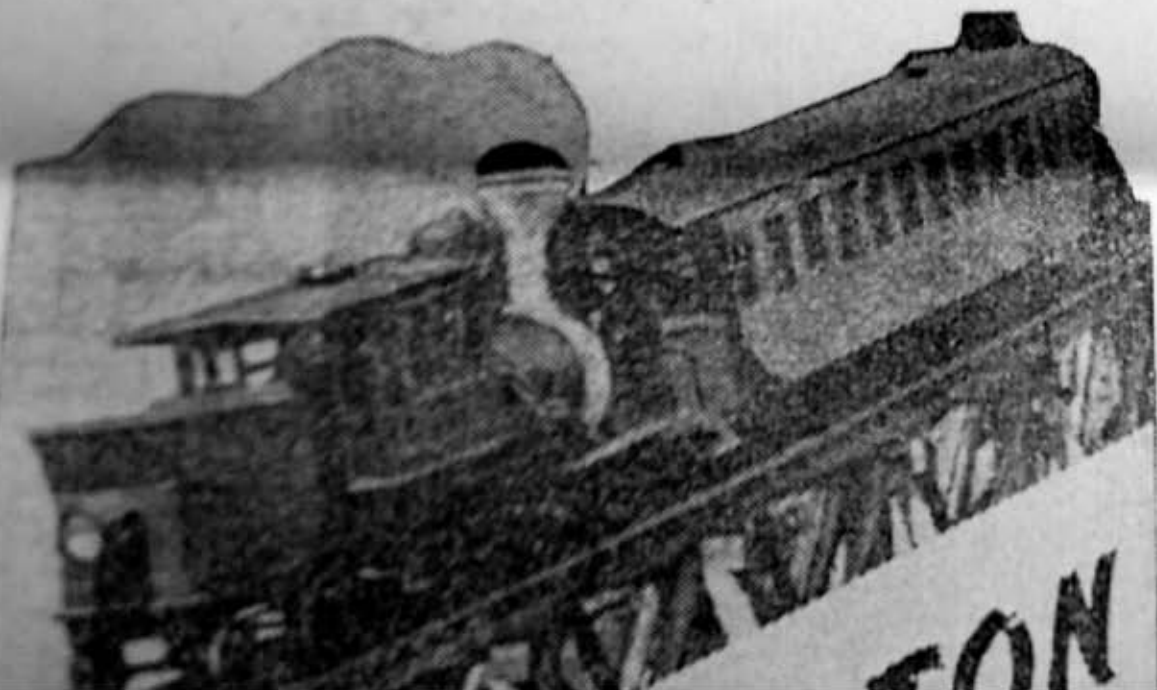
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ON WORLD'S FIRST COG RAILWAY!**

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Weather permitting, trains will leave the Base Station every time the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. T.). When traffic demands, extra sessions are run on the regularly scheduled trips and this causes the train to get off schedule. In early June and late September trains run at 11 A. M. and 2-15 P. M., others on traffic demands.

... happen in our West Virginia hills?

... railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Linton, N. H. This unique railway, after three long years of construction, was opened on July 3, 1869 and has operated continuously since that time except for one year in the first world war and three in the last.

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from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

to The Irish Is on Page 14, B'gora!

There's somebody that doesn't want to put the unemployed people of Cass to work running that little railroad, to building large tourist camps that

and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of compromise.

"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talks about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

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Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and especially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have traveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookville and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durango to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durango is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durango is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling people for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

tential to serve as a tourist attraction.

The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 diamond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winter sets in. Building a new railroad would be prohibitive.

The highways for entering Cass

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The highways for entering Casa from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WUa Hillbilly 10/22/1960

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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

HILLBILLY

To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Chest above Gaia in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennisot mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennisot and stopped here and there just to look at it all.

I but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was

tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruikshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, 'John' and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Pearl Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty

standards and a delegation of legislators could look over the matter of preserving this sort of steam for a possible tourist attraction.

Must Be Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koonitz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:35 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurora of Kleig lights. What a wonderful wonderland this all is, this drive in the autumn over Kennison.

The beauty of it parades and extends on down the contour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become poetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose quivering, as his nostrils dilate in and out like a bellows, giving me no glance

that part of West Virginia. "Tell him that story," says Bill and Gambell haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and in a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew."

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a preview of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods than that committed by this Frankenstein of the forest. I think to myself how that old mill could be kept as a souvenir of a now dead way of providing the world with lumber and how there could be a woodchicks museum assembled and kept there.

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Switch Backs

"There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not so minute, cinders from the smokesack descend upon us like dirty snow and we all seek head coverage, using my parka hood, and others using handkerchiefs or whatever they can find. The upward go is now very distinctly up and the beauty at the sides is almost painful to look at. Behind us the backdrop of the mountains is more distinct and I notice dif-

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There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

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Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of beamed

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At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

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The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I came down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose-quivering, as his nostrils dilate in and out like a bellows, giving me no glance

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Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

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Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Crutchshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

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tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Parkersburg. He is the "half man" that Pearl Buck describes in her chapter on Hillshire (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two

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and an open-air, side-railinged
log car for the sturdy. We all
go open-air for the first shank
of the journey.

From the very start the ride
is skyward. In a minute or so
we are past the old Mower
mill that has saved its last log
and we pass up the old rail-
road skidder that has also
saved its last log from the

... had it so good.
John Killoran
me and I say,
"John" and John
and good. "This
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are told in perc
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I don't notice
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Now we come
and Russell B
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past two page
tell me somet

Switch

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From Cass

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out smoke in
ation. I see fami-
the crowd and now
here is, first as al-
a steam engine is
n Killebrew, I h e
man who has been
on for the train's
a over his to all.

legislators and all others who
wish to take the trip a prevue
of what kind of ride a tourist
can be taken, if it isn't too
crass to speak of taking tourists
for a ride. There is a caboose,
or personnel car for the weak,
and an open-air, side-railinged
log car for the sturdy. We all
go open-air for the first shank
of the journey.

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is skyward. In a minute or so
we are past the old Mower
mill that has sawed its last log
and we pass up the old rail-
road skidder that has also
yanked its last log from the
hills beyond, but that is no
doubt good because there was
no greater rape of the woods
then that committed by this
Frankenstein of the forest. I
think to myself how that old
mill could be kept as a souvenir
of a now dead way of providing
the world with lumber and
how there could be a woodhicks
museum assembled and kept
there.

the whole t
remember if
past two pag
tell me som

Swi

"There is
switch-back
States. This
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And this
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Chickened Out

sends along this will find enclosed a Bison, S. D. telling d. Thought perhaps per. This man left h many of the old

he visited recently some state, West Vir- res with his brother to give financial aid d. The two men have r a half million dol- he Clarkson Medical t Belle Fourche, the wing of the Dorsett the Aged at Spear- old Peoples' Home at the Bennett-Clark- al in Rapid City, a Fund to South Da- llege at Brookings, Hills Teachers Col- urfish. In apprecia- s interest in educa- ous contributions. Humanities degree ved upon Herbert few years ago, at a ge commencement.

hundreds have come recent years, but earned the heart- breaks of countless have shared in the unity of the Clark- s' generosity in pro- tional and medical and facilities that ed and enjoyed for

et and world-wide Clarkson has visit- America, Europe, the and Mexico twice. at a poignant memory. woman Mr. Clarkson immense ad memories from as he sits in his

To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of moun- tain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the tem- perature at Spruce was 45 be- low". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chick- en, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Green- bank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinary efforts of Mr. Silver- stein's cooks. I sit down with

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches ei- ther at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investi- gating group saw immense possibiliteis for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invita- tion to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said t the following Sunday (30) the group would i Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ah in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this w took the pasture i stick strides, going and round about, j had been told to good show for then He too, I think, purchase of that it could divert a tion from him.



Sanitary

Ice Cream

MORGAN

Green

with his brother to give financial aid. The two men have over a half million dollars. The Clarkson Medical at Belle Fourche, the wing of the Dorsett the Aged at Spear-Old Peoples' Home at y, the Bennett-Clark- in Rapid City, a Fund to South Dakota College at Brookings, Hills Teachers Col- arfish. In apprecia- interest in educa- generous contributions, Humanities degree red upon Herbert few years ago, at a ge commencement.

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those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibilities for the railroad as a tourist attraction.

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betimes yearn to share the mountain man's blissful solitude, close to nature?

's With Judge On Hillbilly Decision

r Jennings Ran- guards for Hill- the Washington ipped an editorial Washington Eve- n defense of the hillbilly, and we it on.

ly concur with a Runk's garden- as a compliment, a signature, to be hills Judge Runk.

radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand-and-one other annoy- ances of urban and suburban living, join with Judge Runk in saluting the hillbilly. It is understandable, is it not, if we

his Cadillac and wa fascinated as this w took the pasture in stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.



Sanitar

Ice Cream

MORE



AVA

YOUR FOOD

GREENBERRY PRODUCTS

MOUNTAIN

GAULEY

Louise McNeill

\$4.00

Hillbilly Bookshop

RICHWOOD

This announcement is neither an offer to sell nor a solicitation of an offer for these securities. The offer is made only by the Prospectus.

New Issue

September 19

OCTOBER 29, 1960

Railroad

d at a feast for the
and me. They have a
with mashed potatoes
and coffee, which is
enormous tin cups.
that calls for the
devotion and I give
it. And my dinner
aren't slouches ei-
ling the stuff away.

of Old Baldy

here is talk of this
and the return of
went to Bald Knob.
and Mrs. Ted Riffe,
Blackhurst, author
of "The Flood", the
his very place, and
talk to the various
about the possible
major Reed thinks
good and Herb
carried away with
man was told. I
on the trip was
Harry Pauley said
the state should
to the top of Bald
Knob, by the way,
feet under Spruce
at ground in the
I remember what
and, but I think

Pocahontas was to have this
delegation in its midst. Harry
Pauley told how glad they were
to be there and said that on
the following Sunday (October
30) the group would meet in
Charleston for a decision on
whether or not the railroad
would be recommended for pur-
chase by the state.

The ride back to El Poco was
about what a doctor of tourism
would prescribe. Ahead of us
in a field we saw the unmis-
takable white bobbing of a
deer's tail. Carl Gainer stopped
his Cadillac and we watched
fascinated as this wild creature
took the pasture in his pogo-
stick strides, going in and out,
and round about, just as if he
had been told to "put on a
good show for them legislators".
He too, I think, favored the
purchase of that train, maybe
it could divert a bit of atten-
tion from him.

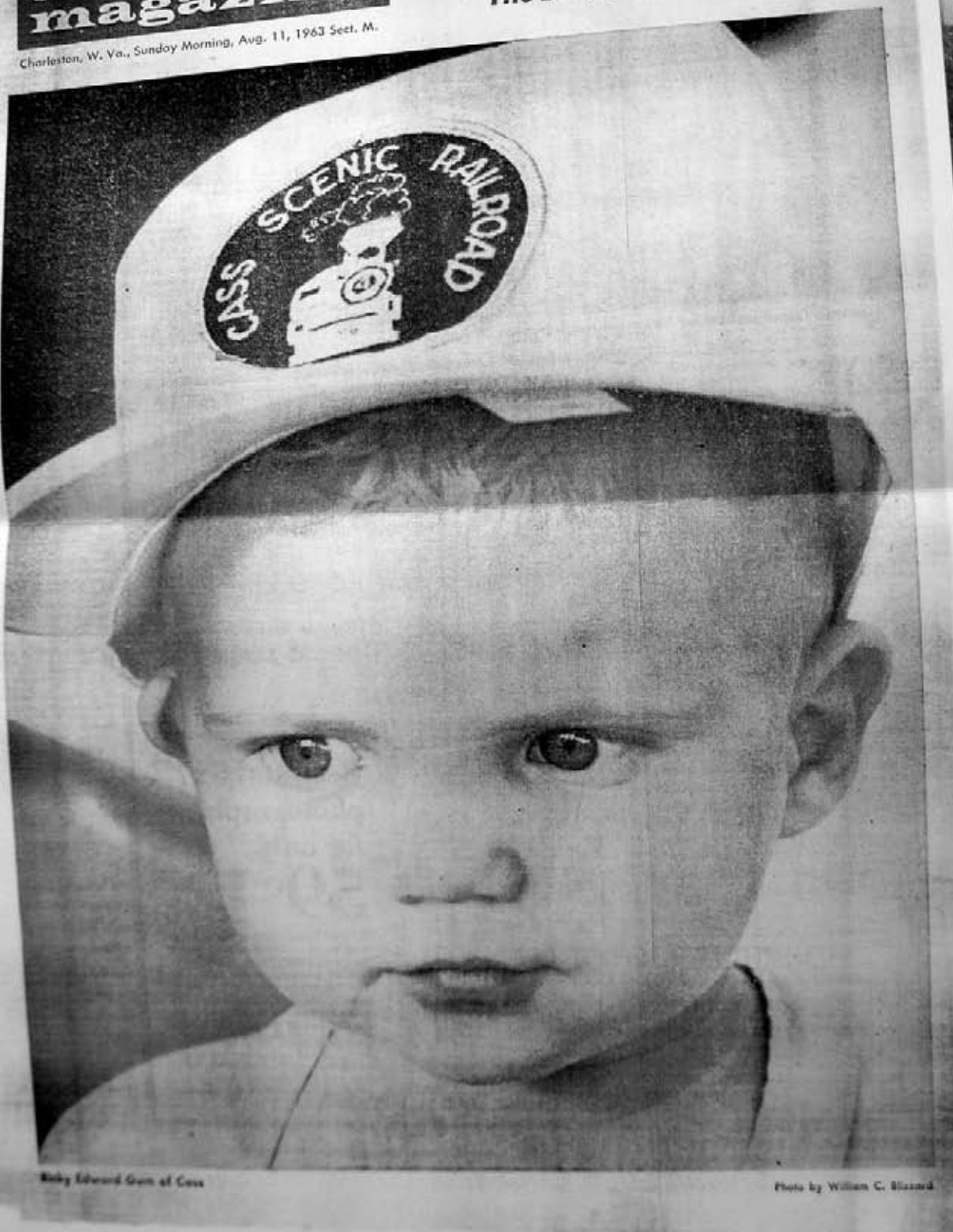


**sunday
gazette-mail state
magazine**

Charleston, W. Va., Sunday Morning, Aug. 11, 1963 Sect. M.

Bright Day at Marmet Hospital
page 6m

The Booming Business in Cass
page 4m

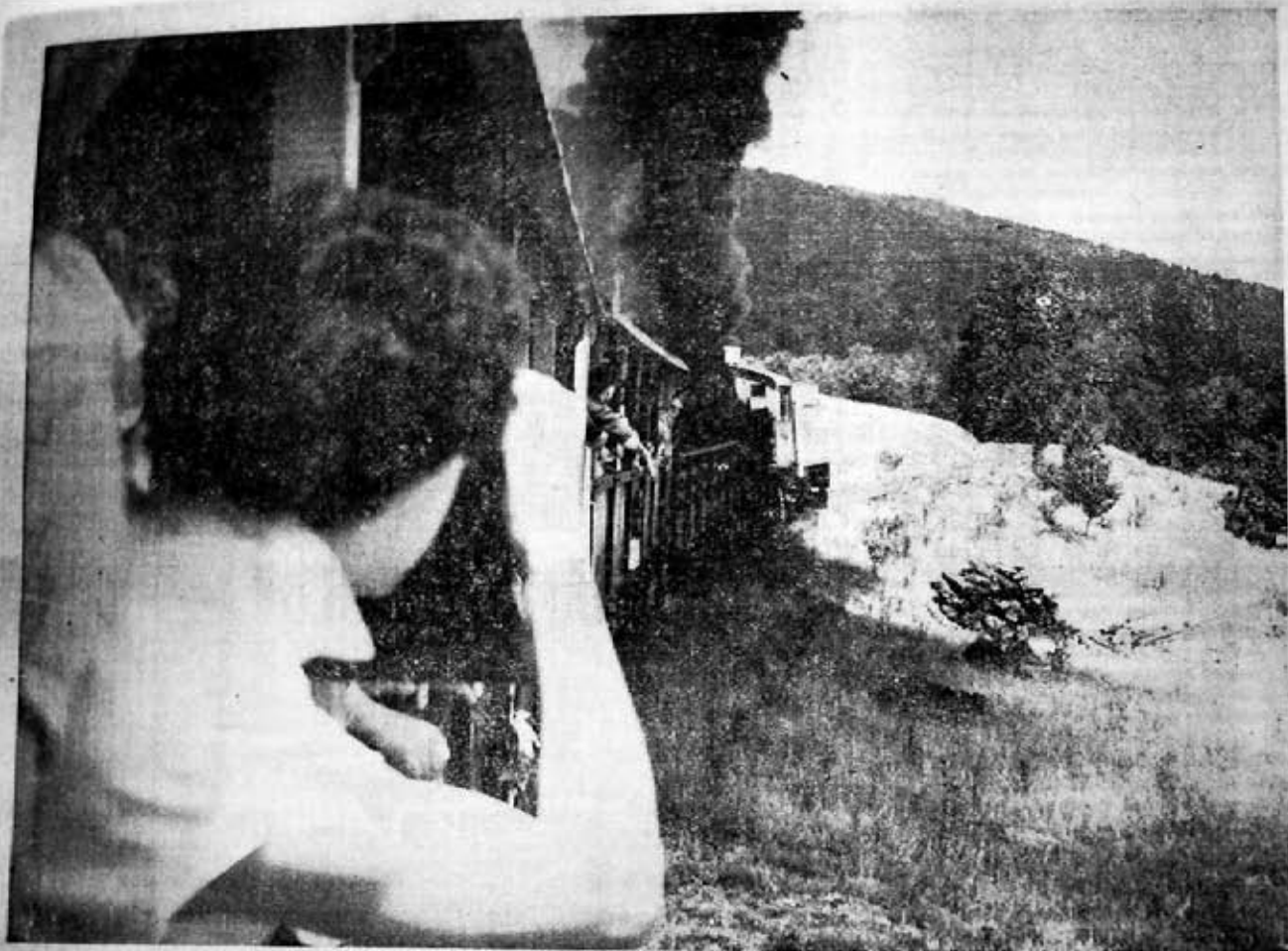


Ruby Edward Gern of Cass

Photo by William C. Blizard

...seems to hinge
the National Italia
Greenbank, only six
came to that part
is quiet, and they
interfere with the

ing are continuing
of the Department
Astronomy Observa-
the \$378,000 grant is
broad development



As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Three months before the Cass Scenic Railroad

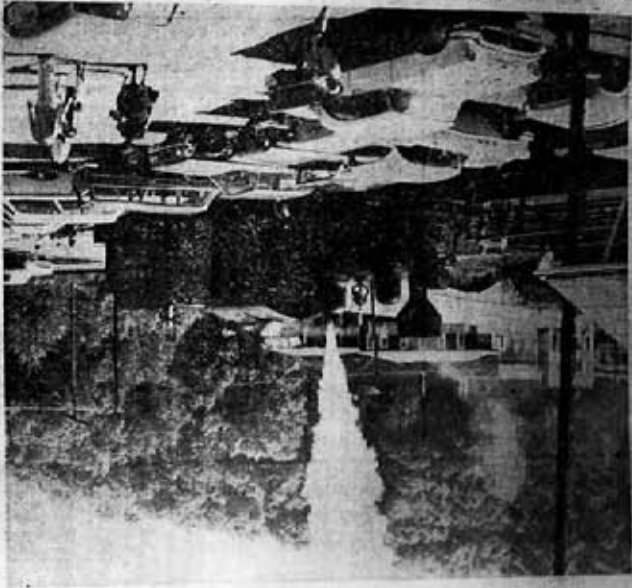
a \$76,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$76,000 grant is approved, Cass Scenic Railroad development

THE BOOMING

THE BOOMING Business in Cass Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mower Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Green Bank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 29, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of the U. S. Area Redevelopment Administration funds for the Cass Scenic Railroad is not yet approved. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

Upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

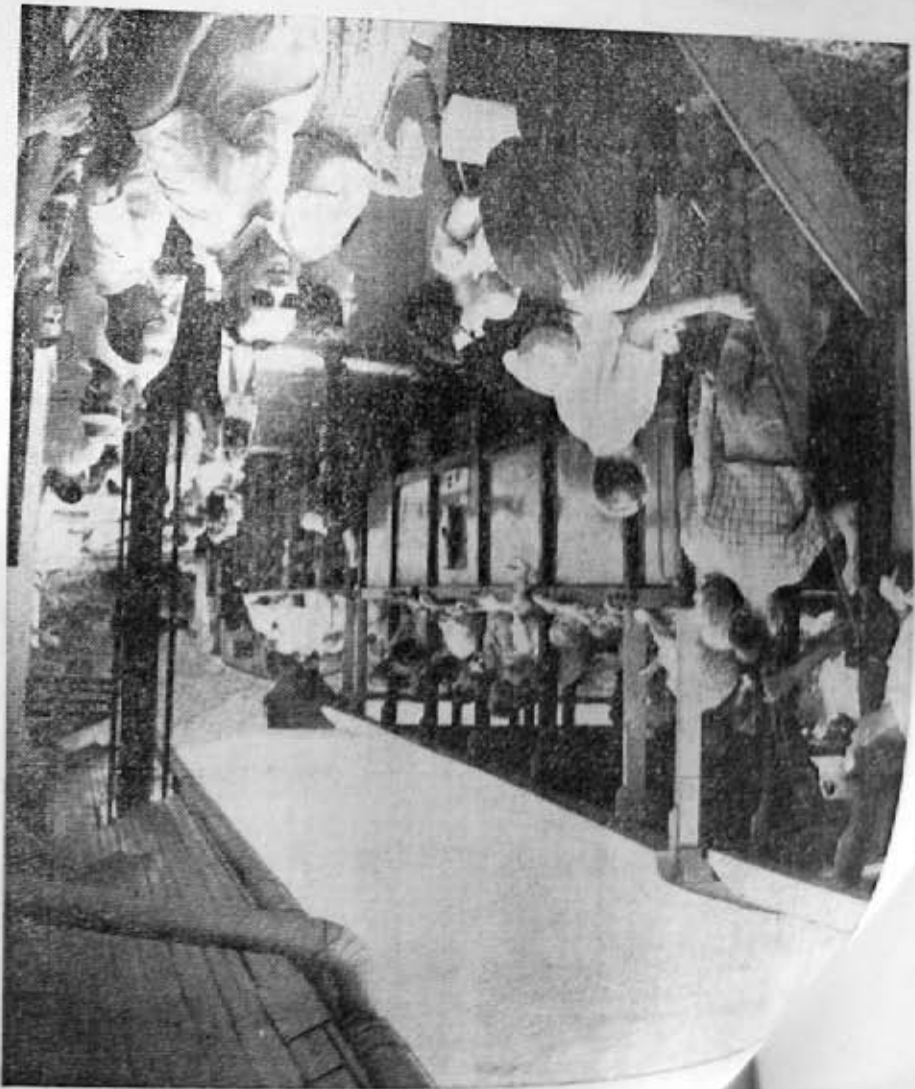
Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$750,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after arrival. This forecast seems to have been accurate.

Many of the Cass Scenic Railroad passengers bring picnic lunches and make what otherwise would be just a fascinating ride—a real excursion. For example, the train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays. It makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips. Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the Cass depot. The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu community ticket office, waiting room and take-off point. If you decide to visit Cass, it might not be a bad idea to take along a basket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public cottages in the area.



accommodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Forest, between Hamersville and Dunnmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local actorheadcher, taxidermist,

to the crowd.

Virginia "image" to give jollity and friendliness takes advantage of the somewhat distorted West contains native brook trout. Blackhurst will fly bark Creek, which heads up at 4800 feet and As the train turns up the grade at Leather-

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "hoppers" camped for six months at a time, and the only recreation they had was poker.

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species. In a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

Carolina have found out in the Great Smoky Mountains National Park.

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smoky Mountains National Park.

"I didn't see no bears."

however, wrote a complaint, and there were his visitors' book. One young tourist from Marlinton pleased, judging from their remarks in the week to ride the Cass railroad seem to be money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

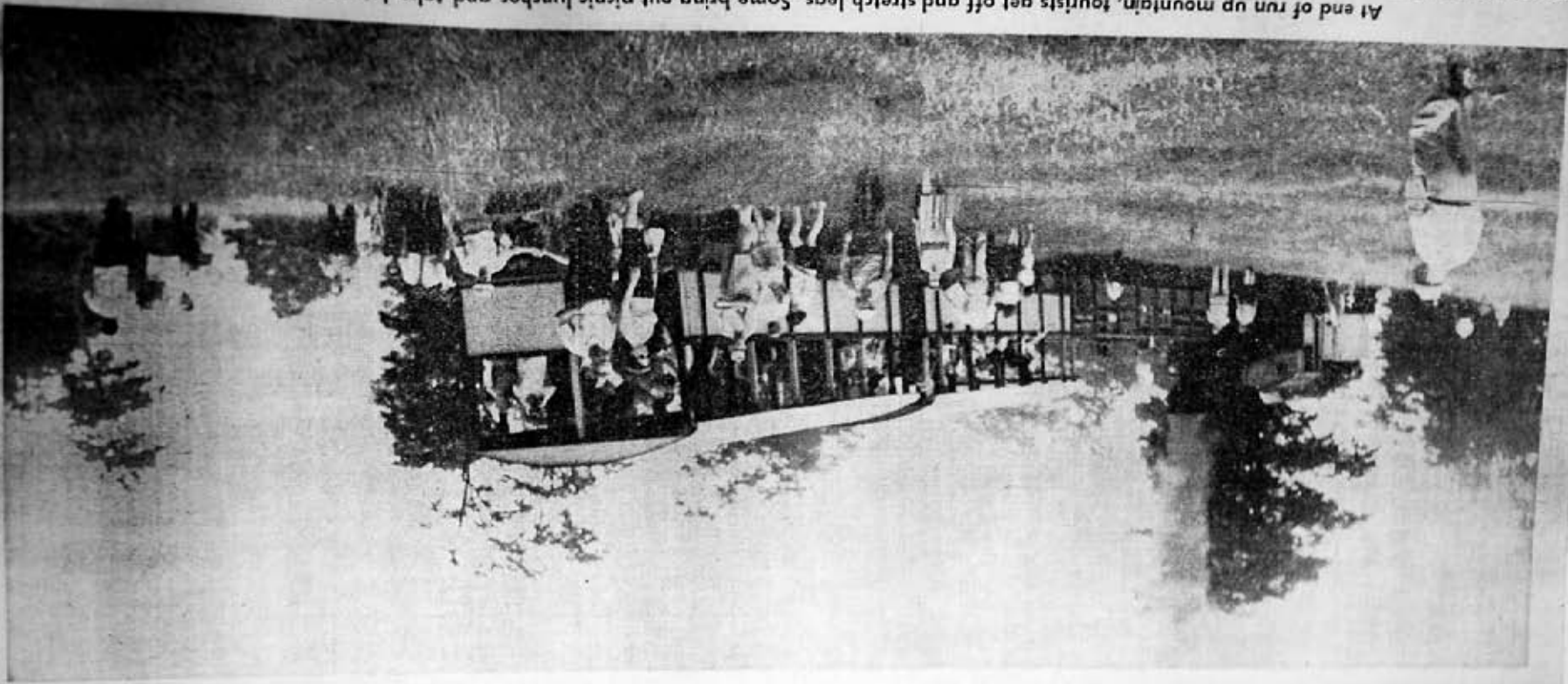
WSCS ladies prepare refreshments to sell to railroad tourists.



Blackhurst's stuffed animal museum at Cass is popular spot.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.



money may be obtained to develop it. An extensive cave is nearby; the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Martinon however, wrote a complaint, and these were his exact words:

"I didn't see no bears."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incursions. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.

The pokest of the Cass area is great. If the be both a long and short haul to suit individual from the top is worth a long ride, but there will long, for those who care to take it. The view way up Bald Knob, the trip may be twice as back aboard. The eight-mile ride takes two hours.

At a later date, when the train goes all the picnic area for about 15 minutes, their climbs about four miles up the mountain. Everyone The present Scenic Railroad ends on a plateau greets the visitor at the door.

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stranger, just shake his hand and introduce

around you, and see anybody that looks like a crowd this big, they couldn't miss. Not that I like strangers. If they happened to see any, there's some people who live up here who don't back aboard. The eight-mile ride takes two hours.

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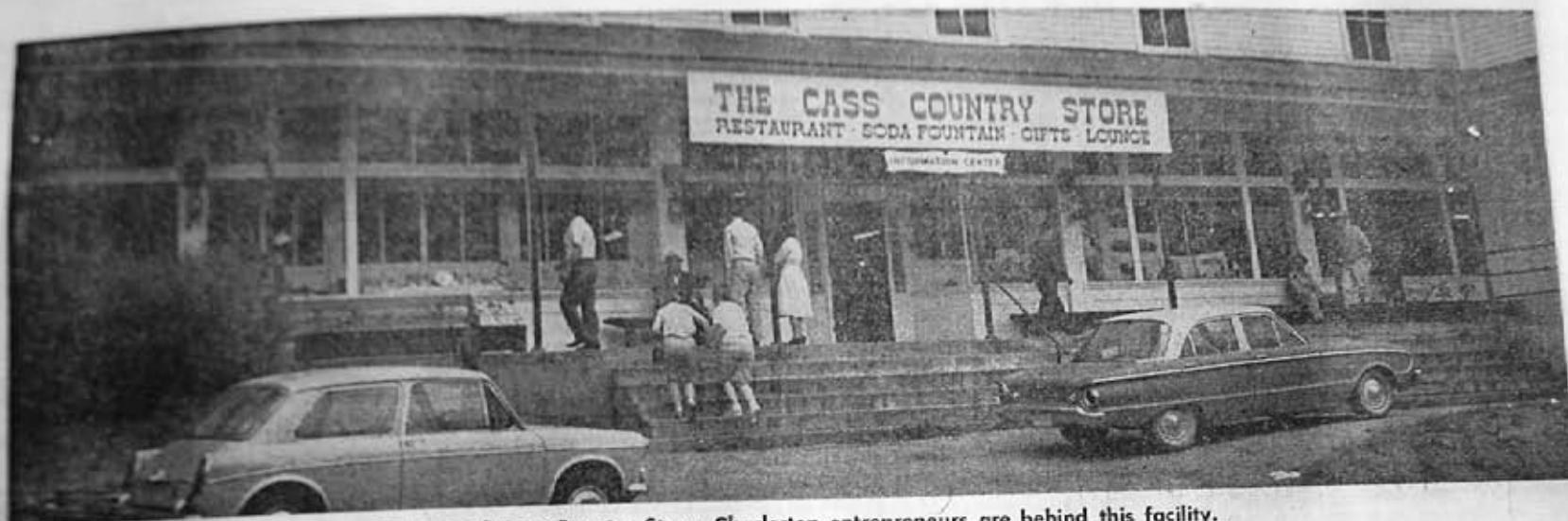
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commodities in Cass but you might try the nearby towns of Buckeye, Martinon, or Boyer, up the mountain, everyone crowds to the sides. Blackhurst points out some ancient railroad cars where "joggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leather-bark Creek, which heads up at 4,500 feet and contains native brook trout. Blackhurst willy takes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and a running commentary with the aid of an effective 'bullhorn.'"

"Never mind about the seals," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."



Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1890-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

an interview, the noisy locomotive puffing the only real genuine antique.

But their visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out nightly with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and perspiration accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherback Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bower"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, clinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1963 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desires of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked out.

At Cass were intimately associated with the railroad, although opposition to the project by the Department of Natural Resources also slowed progress on

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SUNDAY GAZETTE-MAIL

As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and cinders accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

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Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



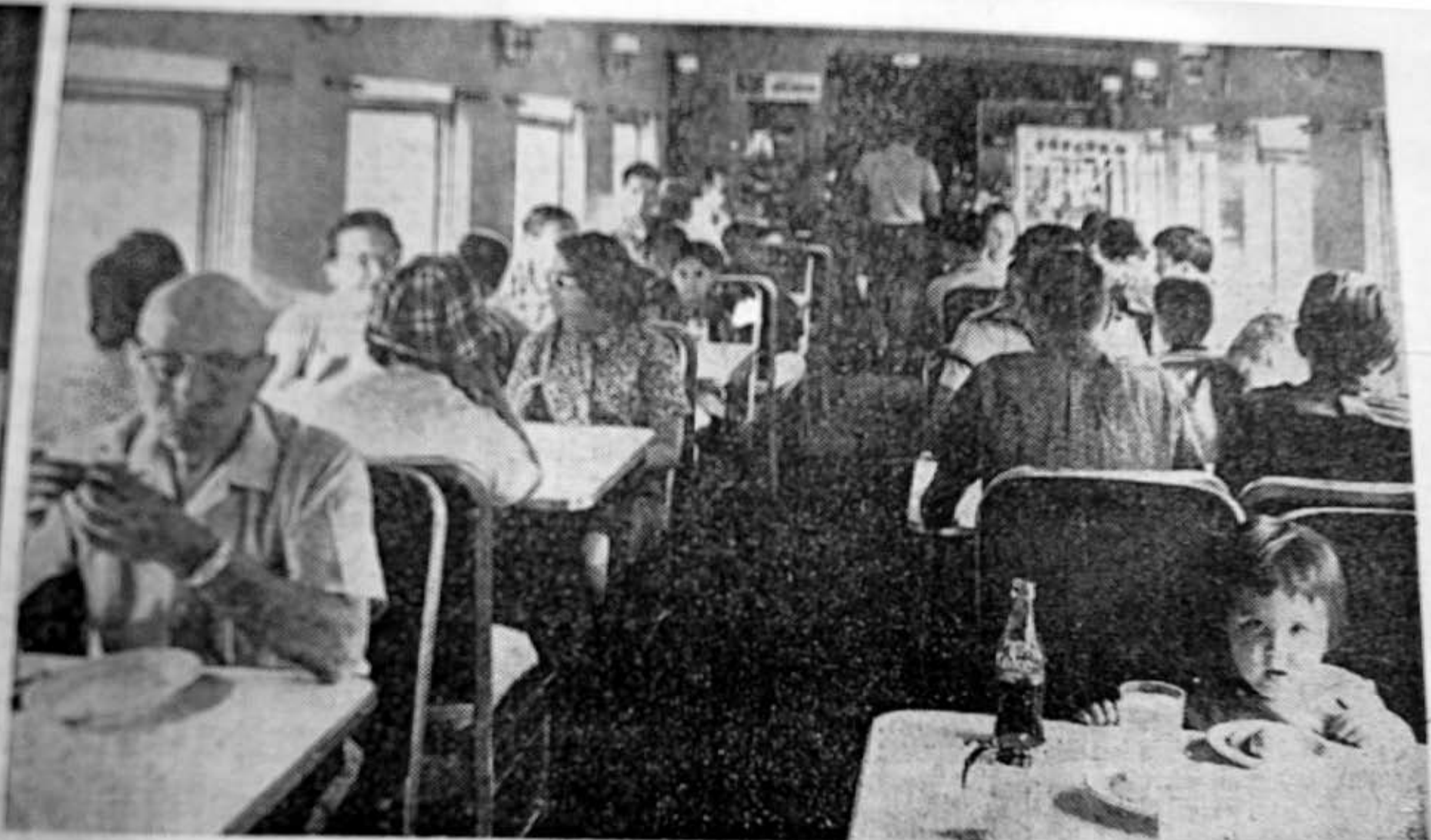
Cass Country Kitchen in country store. Note soda fountain at left.



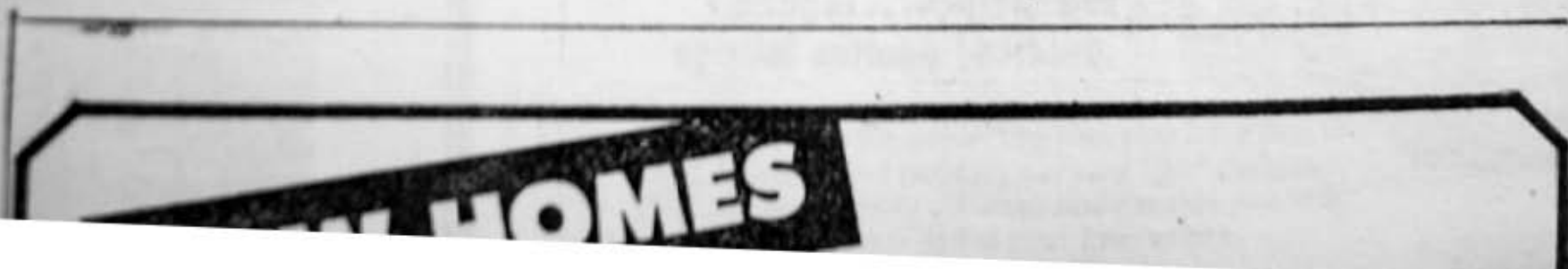
NEW HOMES

**You furnish the lot -
we'll furnish
everything else!**





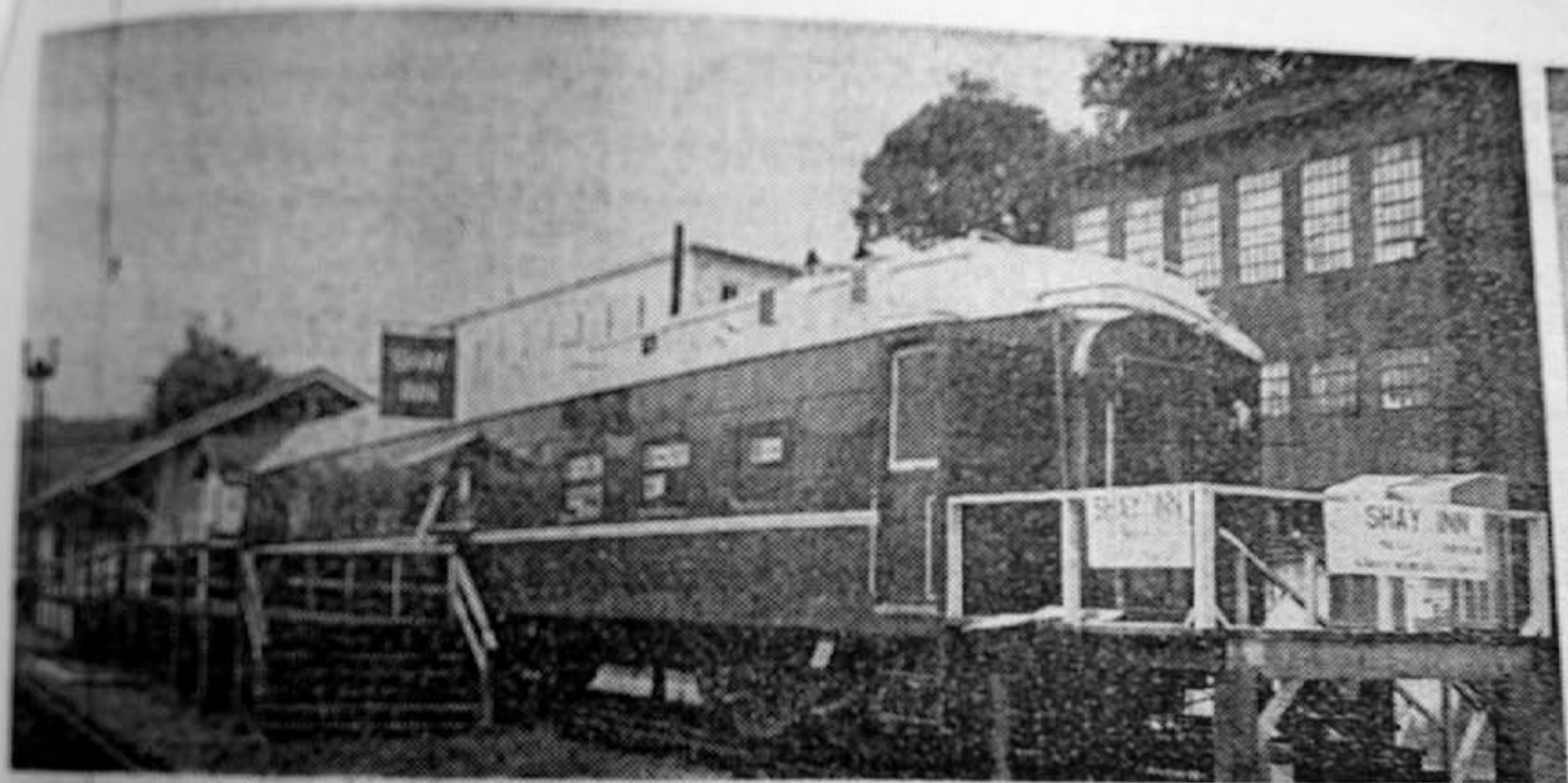
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Soda fountain in country store. Rest rooms are at extreme right.



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ITE MAGAZINE, AUGUST 1, 1965

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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

*Built for mountain climbing, it's slow,
mighty slow on the overland trips.*

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Horse Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 50-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Railroad, this season hauling 38,057 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers, and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAIL



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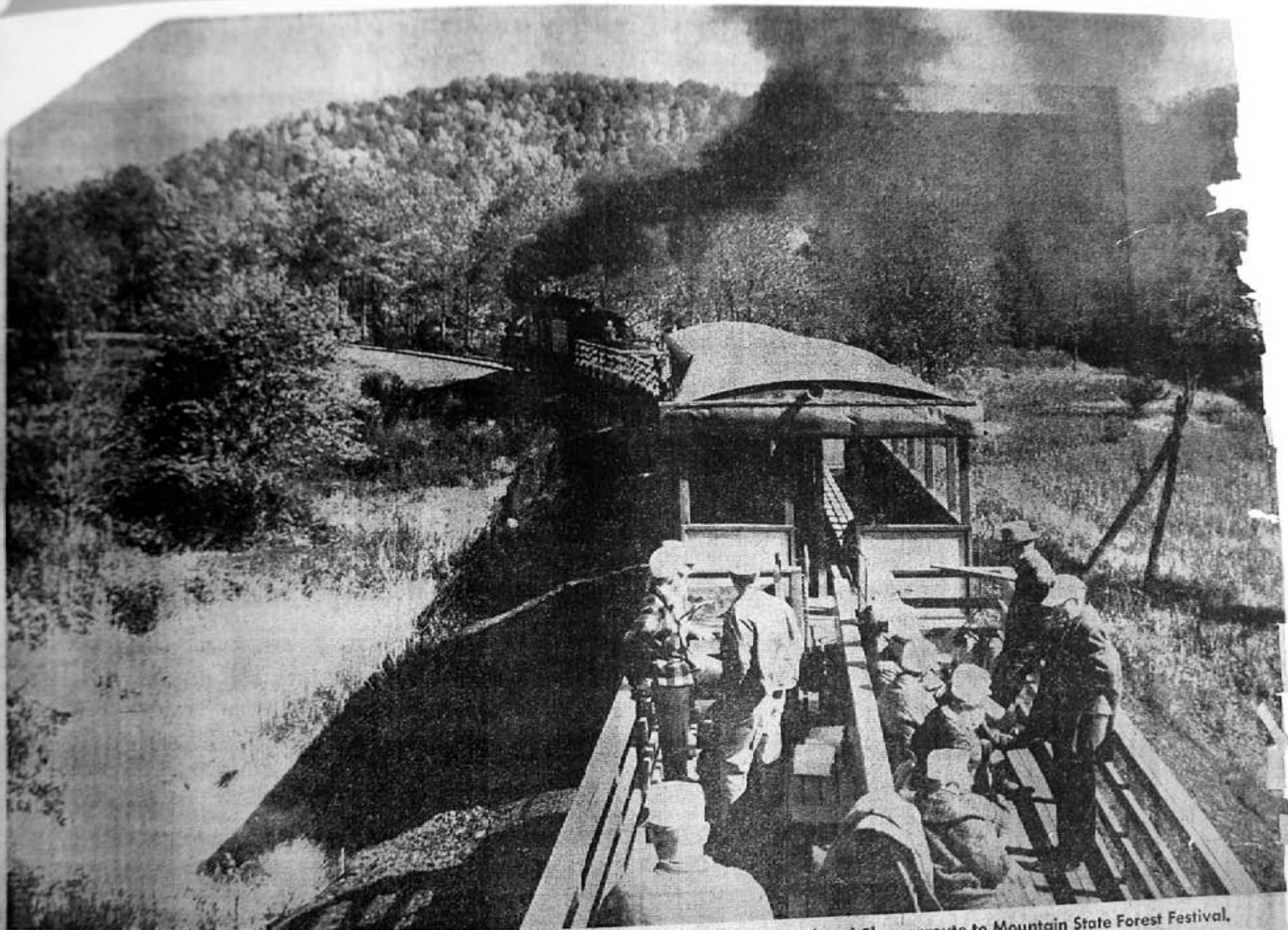
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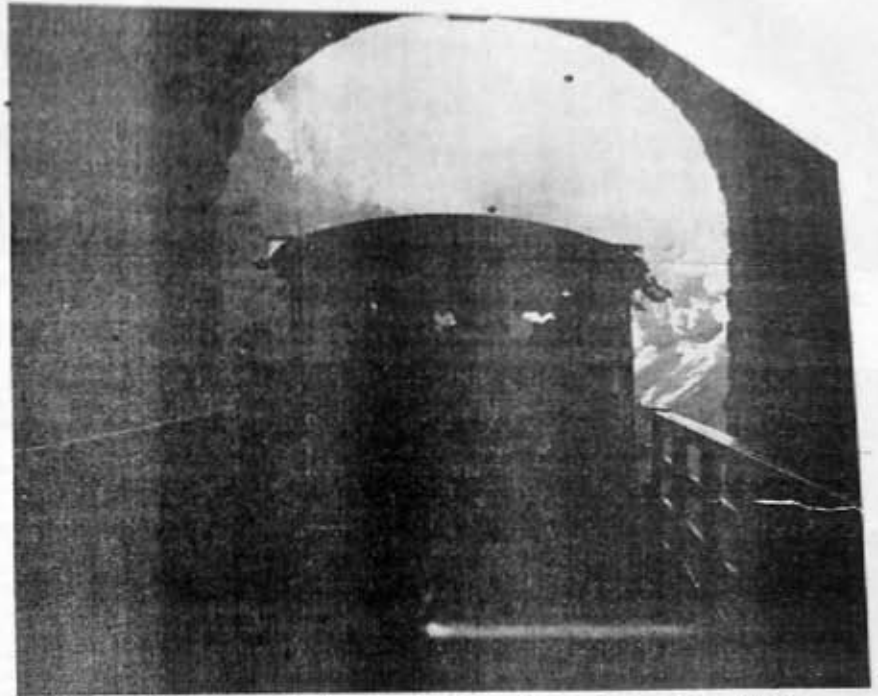


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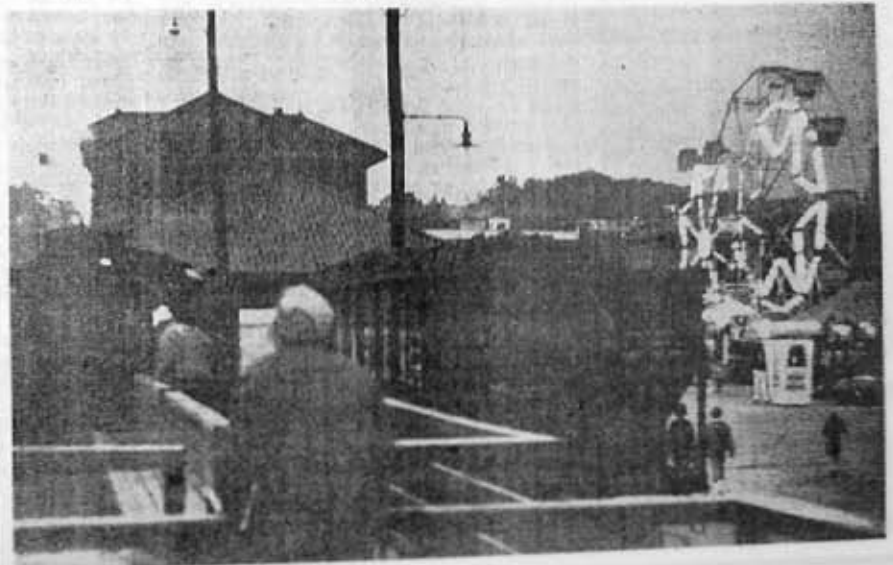
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Shay had to take on water three times during Cass-to-Elkins trip.

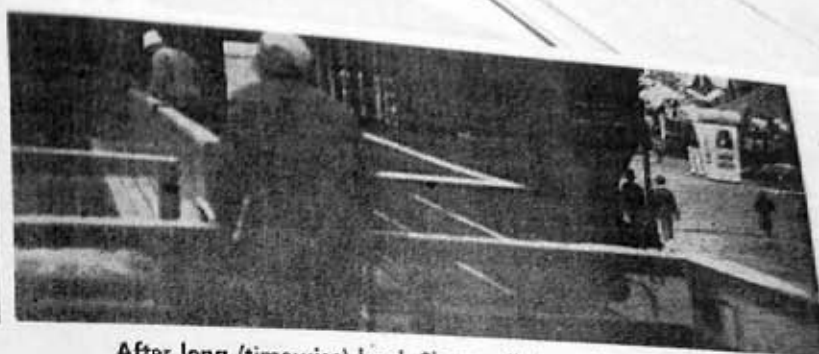


One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere. Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering industry demand declined in importance. Lima produced its last Shay, the 2361st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

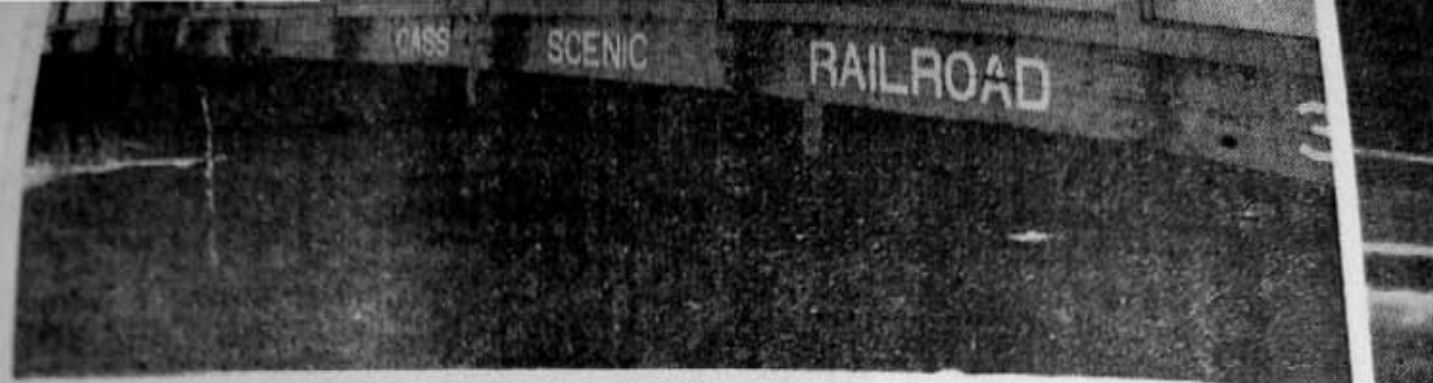
Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1929, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.



Folks along route "waved like crazy" when train passed.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering-industry demand declined in importance. Lima produced its last Shay, the 2,741st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

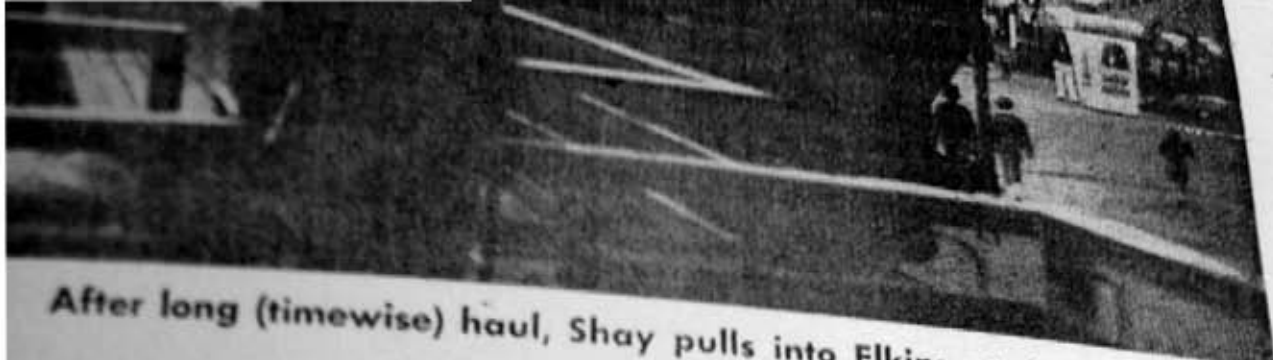
On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

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Some of passengers snoozed during trip.



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its opening, a delegation of antique-car owners chugged into the C&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotives.

In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and \$150,000 (later boosted to \$180,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 71 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \$576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington

newsperson who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

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Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

"Shay it with flowers!"
Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

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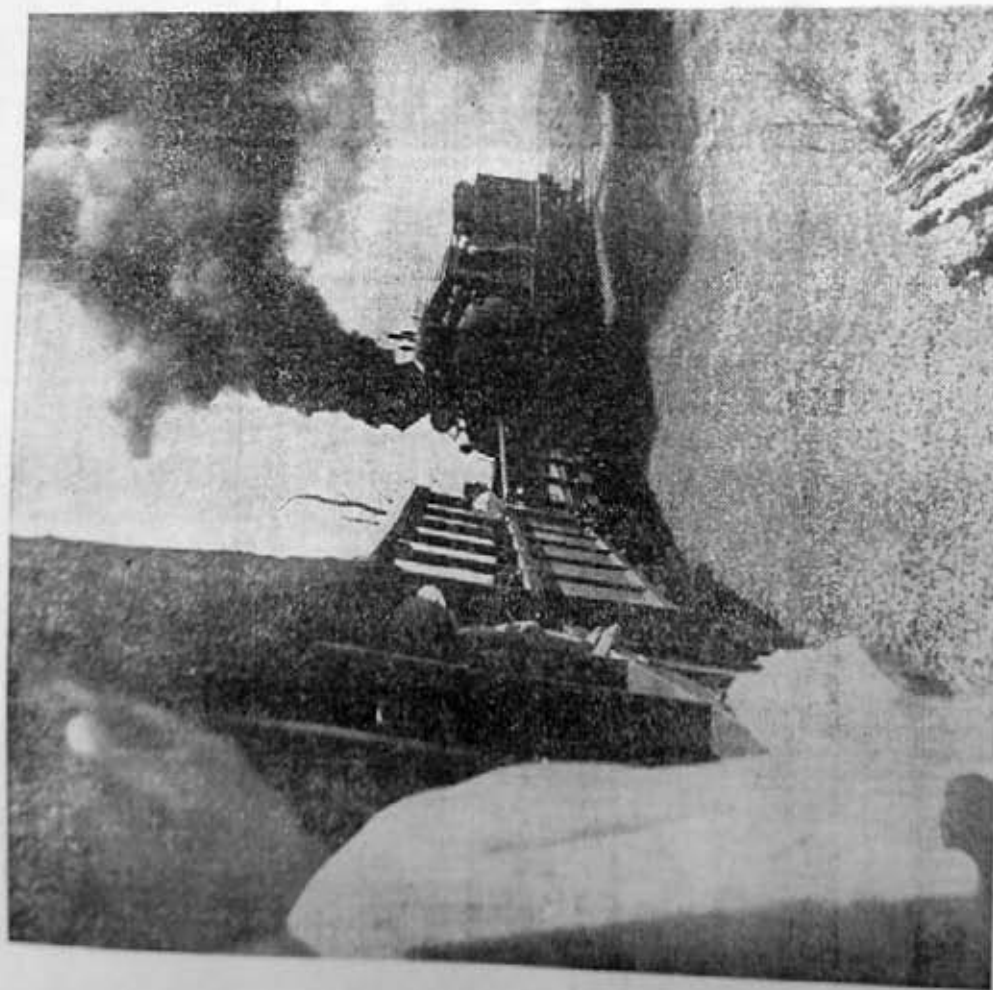
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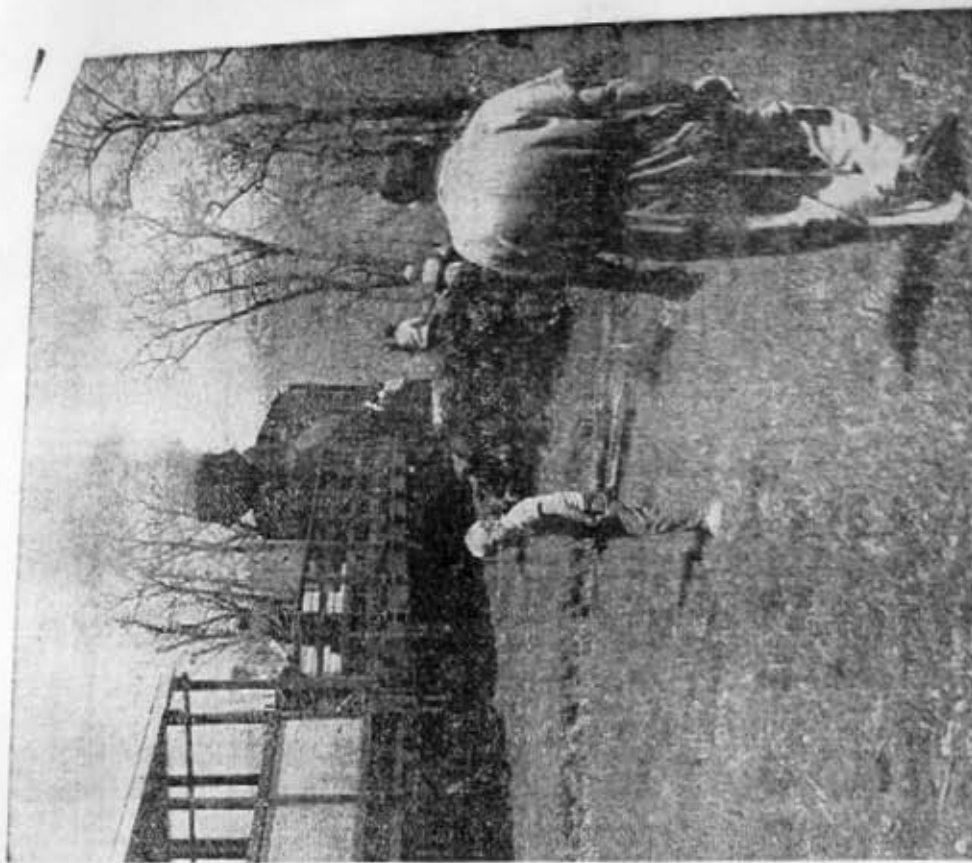
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SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.

FREE ★ ★

IN **SOUTH CHARLESTON**

*Your choice of two
handsome bonus gifts
for saving at*

**DOLLAR SAVINGS
& LOAN COMPANY**

Spewing ashes and cinders, Shay engine pushes cars up steep grade.



A view from the car shows passengers' view on ride.

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The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put

committee's cost estimates and development possibilities. The summary was presented as aid to the Joint Committee on Government and Finance preparing this original recommendation.

The committee has made attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (shops, etc.), but has confined itself only with the direct employment to be provided (rating personnel).

There currently seems some confusion as to the and relative merit of proposed purchase of the Lumber Company railroad, Cass, W. Va., as a tourist attraction for tourists.

Wrong Report

In the first instance, prices heretofore reported in newspapers have been inaccurate as the actual investment detail. These costs are based on formal discussion of present owners of the railroad and right-of-way. Investment costs are much more than the figure which would be developed by the railroad outstanding attractions. Any improvement, however, are subject to judgment, dependent on one would initiate carry the development. If, for instance, a railroad is built to the one at Blacksville or those at other points, it would be much better. However, we believe

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

mond in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets eulogized out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes

hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words, the Republican Party dug up old war issues in order to win votes in the North — and this was deplorable. Indeed it was deplorable. But the good Dr. Chitwood could never see that the South has also been "waving the bloody flag" every minute of every hour of every day of every year since Appomattox. Today they seem to be waving it even harder than ever.

If West Virginia's part in the Civil War was "insignificant," then what about the part played by Tennessee, Florida, Texas, Arkansas and North Carolina? We have the Centennial celebrations to tell those states that

top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the West Virginia Pulp and Paper Co., when that company's main holdings were at Cass.

Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre
Wooded Area \$100-\$150 per acre
"Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could secure the necessary land to develop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub-

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers

and (2) the right of
to break away from the
if it wanted to, and to
another nation.

Several national elections
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aid Dr. Chitwood, the
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now.) In other words,
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the North — and this
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h has also been "wav-
bloody flag" every min-
very hour of every day
year since Appomattox.
ry seem to be waving
harder than ever.

at Virginia's part in the
ar was "insignificant,"
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ennessee, Florida, Texas,
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e the Centennial cele-
te tell those states that
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These simply were not
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a present West Virginia

at Virginia was not only
one of 342 early battles,
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arnings and the very first
battle of the war; our State
contributed about 42,000
as (35,000 Union and

pairs and improvements to con-
vert it from a logging railroad
to a tourist carrying line, the
costs would not be prohibitive.
(See attached estimate of in-
vestment and operating costs).
Through informal discussions
it has been ascertained that the
afore-mentioned properties
could be secured for approxi-
mately \$90,000-\$100,000.

The right-of-way and land on
Bald Knob is owned by the
Mower Lumber Company and
can be secured at the follow-
ing prices:

Right-of-Way \$100 per acre
Wooded Area \$100-\$150 per acre
"Cut-over" Area \$35 per acre

It is estimated that the sum
of \$25,000 could secure the
necessary land to develop the
area.

We submit, in the attached
summary of "Tourist Possibili-
ties of the Mower Lumber Co.
Railroad at Cass, W. Va.", the

7,000 Confederate). In propor-
tion to population that too was
about as much as any other
State contributed. Furthermore,
West Virginia gave great lead-
ers to both sides.

Sometimes we feel that we
would rather have been hanged
beside John Brown than to
have been born in a State which
is ashamed of its existence; one
which has no honor, loyalty nor
fortitude; one which teaches its
children to be ashamed of it and
all but directs them to leave it.

Tell-endium will continue to
be West Virginia's lot until
that day when we achieve some
degree of unity, loyalty and self-
respect.

however, is not remote, and the
basic attractions, i. e.: the rail-
road, cavern, hunting, fishing,
and serene natural beauty of
the mountains is such that a
lodge could be constructed from
future profits that would be
derived from the railroad and
other attractions.

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the improvement and operation
of the cave should be encour-
aged as a private program. We
believe that if private and pub-
(Turn To Page 10)

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greed that should we ever
become separated, you would
use the magic code symbol
"NX" and I the letter "G",
and through these we would
be re-united. I have now
found a wonderful home and
a beautiful life and want you
to rejoin me. If you see this
ad in any of the many papers
in which it will appear, an-
swer in that paper.

All my love,
"G"

Lobban Funeral Home

Service since 1900
Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Home in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.

JANUARY 14, 196

Railroad

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is the tortoise of the
then are its virtues?
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railroad tourist attr
North Carolina (wh
common carrier)

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committee's cost estimates an
development possibilities. Th
summary was presented as a
aid to the Joint Committee o
Government and Finance i
preparing this original recon-
mendation.

The committee has made n
attempt to project the numbe
of people that would be en-
ployed indirectly as a resul
of the railroad becoming
tourist attraction (souveni
shops, etc.), but has concerne
itself only with the direct en-
ployment to be provided, (ope-
rating personnel).

There currently seems to b
some confusion as to the cos
and relative merit of the pr
posed purchase of the Mowe
Lumber Company railroad a
Cass, W. Va., as a possible at-
traction for tourists.

Wrong Reports

In the first instance the
prices heretofore quoted in
newspapers have been totall
inaccurate as the attached back
involvement detail will show
These costs are based on in-
formal discussions with the
present owners of the railroad
and right-of-way. The improve-
ment costs are merely a judg-
ment figure which we are con-
fident would be sufficient to

situation in the area...
since the soundness of
investment in such a ven-
the State.

Present Owners

railroad and rolling stock
owned by the Midwest
Steel Company of
West Virginia.
mount of railroad in-
approximately 8 miles,
is from a point about
from Cass at a crossing
Creek to a
1 1/2 miles from the
Bald Knob. (The rail-
road usually go to the top
Knob, but these rails
sold as scrap. The
however, is still in-
new rails could be
to get the full
engine traveling
Bald Knob. Bald
second highest
Virginia (4,852
railroad is higher
or railroad east of

Cost to Buy

owned by The Midwest
Co., are two Shay
engines, both of which
are still in use. One was put
in in 1901 by the
the Pulp and Paper
the other in 1902 by the
the Pulp and Paper
that company's main
is at Cass.

The engines and the
road require some re-
improvements to con-
a logging railroad
carrying line, the

There currently seems to be
some confusion as to the cost
and relative merit of the pro-
posed purchase of the Mowe
Lumber Company railroad at
Cass, W. Va., as a possible at-
traction for tourists.

Wrong Reports

In the first instance the
prices heretofore quoted in
newspapers have been totally
inaccurate as the attached basic
investment detail will show.
These costs are based on in-
formal discussions with the
present owners of the railroad
and right-of-way. The improve-
ment costs are merely a judg-
ment figure which we are con-
fident would be sufficient to
develop the railroad into an
outstanding attraction for tour-
ists. Any improvement costs,
however, are subject to person-
al judgment, depending on how
far one would initially want to
carry the development program.
If, for instance, a lodge similar
to the one at Blackwater Falls
or those at other State Parks
was to be erected, the costs
would be much higher.

However, we believe the basic
initial investment should be
concerned with the preserva-
tion of the railroad, and if
in the future the demand for
lodge facilities would be great
enough, then, and only then,
should such an undertaking be
considered. The idea of a lodge,
however, is not remote, and the
basic attractions, i. e., the rail-
road, scenery, hunting, fishing,
and general natural beauty of

What to Buy

owned by The Midwest Lumber Co., are two Shay engines, both of which are models. One was put in operation in 1901 by the Shenandoah Pulp and Paper Co. the other began operation in 1921, also by the Shenandoah Pulp and Paper Co. that company's main office is at Cass.

The engines and the road would require some improvements to complete a logging railroad carrying line, the cost would not be prohibitive. An estimate of initial and operating costs, after informal discussions with the Shenandoah Lumber Co. and other properties in the area, indicated that the cost would be approximately \$100,000.

The road and land on which it is owned by the Shenandoah Lumber Co. and other properties in the area, indicated that the cost would be approximately \$100,000.

\$100 per acre
\$100-\$150 per acre
\$25 per acre
indicated that the sum
could secure the
road to develop the

in the attached
"Tourist Possibilities
Shenandoah Lumber Co.
Cass, W. Va." the

Shenandoah Lumber Co.
indicated that the sum

carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and public cooperation is secured, the project can be carried out.
(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized. 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we arranged that should we ever become separated, you would use the magic code symbol "H" and I the letter "G", and through these we would be reunited. I have now

'After a successful first season, ...

BY WILLIAM ...
... is the tortoise of the
world. What, then are its virtues?
... as a novelty railroad tourist attraction
West Virginia, North Carolina (two).

HILLBILLY

PAGE FOUR

JANUARY 14, 1961

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the

committee's cost estimates and development possibilities. This summary was presented as an aid to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible attraction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for it would be great.

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened and intimidated Virginia Dele-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets eulged out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes took place in West Virginia.") The Battle of Philippi was fought 33 days before the First Battle of Bull Run, but Southern

hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contended, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did

Panhandling

BY JOHN W. BARGER

It is not if any indication, we are going to have a rough winter here in the Eastern mountains. On Sunday, Jan. 11, about a foot of snow fell, and there has been more on the ground and snow on our driveway ever since.

On the morning of Jan. 4, a heavy wind is whipping snow across the front across the driveway in back of the house. The thermometer was at 28 degrees at 7:30 and has dropped to below 22 in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the line in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have sharpened, tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

The capital are encouraged to work jointly for a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

date them.

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of \$8.00 per

COST OF FIRST SUMMER Personnel Per Week

1—Engineer	\$ 84.00
1—Fireman	72.80
1—Brakeman	67.20
1—Conductor	67.20
4—Laborers	257.60
1—Clerk	40.00
1—Supervisor	100.00
10	\$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies and	
Minor Repairs	200.00
Insurance	39.20
Food	130.00
TOTAL	\$1,254.00
Less: Income	
70 persons per day @ \$3.00	
per person	1,470.00
NET	\$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only. But what should also be con-

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat-cars (plus stock and parts)	\$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob	25,000.00
Improvements of railroad and rolling stock	80,000.00
Park area on Bald Knob	25,000.00
Other improvements (station, engine garage)	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc.	40,000.00
TOTAL	\$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ton to the state, thereby requiring \$196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an

average of 70 passengers per day. The cost to each passenger would be \$3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

Winner of the Seventeenth Summer Literary Competition

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n't have delicious
find 4 to 6 hours
enough for our

2 cup of olive oil

1-Supervisor	100.00
10	\$600.00
Coal (24 1-2 tons at \$8.00)	196.00
Material and Supplies	200.00
Minor Repairs	39.20
Insurance	130.00
Food	1,254.00
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Less: Income	
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dollars and cents only. But what should also be considered by the State in establishing a value would be the number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the trademark of West Virginia in the past and also those that are playing an important part in the future of the state. The heritage of the past—an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the eastern United States. And just a short five miles from the

tract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

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Winner of the Seventeenth Summer Literary Competition

JACQUELINE REED

*The Morning Side
of the
Hill*



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The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the trademark of West Virginia in the past and also those that are playing an important part in the future of the state. The heritage of the past—an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the eastern United States. And just a short five miles from the starting point of the railroad is our heritage of the future—the National Radio Astronomy Observatory at Green Bank, and only forty-five miles away the Naval Research Observatory at Sugar Grove. Both these institutions are so aware of the responsibilities they have to the visitor that each is planning reception centers to accommo-

me in an elevator and the other for Pontiacs where the two power shovels have a discussion of the car's fine points.

Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judging from the reaction of our Betsy. But the two we have mentioned might even sell chow mein and Pontiacs.

JACQUELINE REED

The Morning Side of the Hill



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early days of the present century.

If you haven't been re the West Virginia Hillbill might not know that F Baum, a rail fan from Pennsylvania, came down to the Capitol and talked to the makers during the session with such convincing manship that the men talking politics long set up a special subcommittee to investigate the pros of his idea of buying road for a tourist attraction of the last steam East of the Rockies.

To Decide Su

The subcommittee coming Sunday at in Charleston to decide what it will recommend to the legislature when it January. Most of the members have privately that they that the state purchasing stock of the Lumber Company into a rail buffer.

The town of only industry sold at the assemblies one of western ghost mother lode pl

Narrow streets houses.

is Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequalled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. She was "Number Four" and the years have been kind to the little gal and her jaunty air did not hint that she was a young lady when William Jennings Bryan was campaigning for the presidency.

"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the

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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ridge to ridge, of the "skidder boys" who tooted the steam whistles to signal the hookers on the other side of a deep valley and whose vision was sometimes obscured by low hanging clouds.

Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

CASS HOMECOMING 1998 11th Annual

The community of Cass welcomes you to our 11th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committee. Your suggestions and contributions are greatly appreciated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and comments can be referred to any member of our committee:

Darrell Turner - President

Katrina Deftbaugh - Treasure

Cathy Ribble - Secretary

Terry Ribble

Lefty Meeks

Dan Deftbaugh

Wanda Halterman

Stan Beafore

Dave McMillion

Lisa Hubbert

Gail Vanderander

Ine Warder

Tonya Warder

Brenda Thomas

Mary Perkins



Printed By
POCAHONTAS COUNTY
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1-800-336-7009

**11TH ANNUAL
CASS HOMECOMING 1998
AGENDA
June 24 - June 28**

- June 24** **Pageant for Prince & Princess** 7:00pm
Cass Fire Hall (age's 5-8)
- June 25** **Prize Games Free for all ages** 7:30pm
Community Center (Donations excepted)
- June 26** **The Great Cake Walk** 7:30pm
Community Center Parking Lot or Fire House in case of rain.
- June 27** **Registration**
10:00am - 3pm Fire House
** You must register to receive a dinner ticket**

Start the day of fun for the young and the young at heart
Located at the Fire House

Pet Show 10:00am
With small household domestic pets

Games 10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons
Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar 10:00am
Fire House (set up 8:00am)

**Antique Car Show and
Fire Truck Display** 11:00am
Fire House

The Second Annual Cass Parade 1:00pm

Magic Show 2:00pm
Puppet Show (following the Magic Show)
Community Center

Registration Table will Continue 4:00pm-6:20pm
Community Center

Crowing Ceremonies of the Queen and King 5:00pm
Community Center

Dance Live -Music 7:00pm
Bigger and Better

June 28 **Church with Gospel Sing** 10:00am
Cass Methodis Church
Final Registration 11:00 -12 noon
Community Center

Buffet Dinner 1:00pm
* Don't i forget to bring your dinner ticket or you will be charged \$5.00*